

SUMMER | 2007

CROSS SECTION

Minnesota Bridge Collapse: An Infrastructure Funding Wake Up Call

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Cover photo: Underground work adjacent to Lodge Freeway project in Detroit.



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Update

Do You Need a Server on Your Business Network?



By Ryan Doom
President of Web Ascender
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Many small businesses start off with buying a couple of computers, connecting them to the Internet and then they operate completely independent of one another. That means that the computers are connected to a network but nothing is shared between them. A common next step is to do some simple file sharing between the computers so user A can access files and data on user B's computer and vice versa. Every improvement you

make to your network or infrastructure should increase productivity, increase client satisfaction, increase security, or increase your ability to recover from a disaster. Below I will analyze some common server or advanced network features and see how your business might benefit from them.

Data Redundancy

When sharing files from a single computer, what happens when that hard drive dies? When that happens all of your data is gone, or it is going to cost you a fortune to take it to a specialist who can try to retrieve the data from the bad hard drive. If you buy an actual server-grade computer, they often come with multiple hard drives that are automatically duplicated to another internal drive, known as mirroring. This is one level of redundancy that will allow a hard drive in your server to fail, without you losing all of your data. This technology is referred to as RAID and there are many different server configurations available depending on your exact needs.

Data Backups

Data redundancy from extra hard drives is great, but you also need to have backups of your important information. At a bare minimum your business should backup files located on individual computers on a regular basis to DVD discs or a USB hard drive.

However, if you have a central fileserver (it could be a computer or network attached hard drive) that everyone uses to store their important files on, then your backup strategy will become much easier. Instead of going to each individual computer and doing backups you will only need to backup that single area where everyone saves their documents. Also, remember to take your backups home at night (or to some other offsite location). Backups won't do you any good if you have a fire in your office or server room and your backup discs are sitting right next to your server!

Security and Permissions

A centralized server will allow you to create a domain in which you will make user accounts for each of your employees on the server rather than individual computers. This will allow you to easily create or disable employees' accounts as needed. You will also be able to control what access users have to the computers they are on, as well as what files they can access on your main server.

Print Sharing

Installing printers directly to your network or server will allow your employees to use a centralized printer rather than everyone requiring their own. This would allow you to have one very nice printer rather than many mediocre printers.

Roaming Profiles

Some server environments make every computer in your organization appear the same to each employee. That means that if user A logs onto computer Z on Monday, and saves all of their files and work on computer Z, then on Friday when they use computer X all of their files from Z will be there. It seamlessly exchanges information with the server and makes the necessary files available to user A on all computers. Even your computer desktop and background is the same.

Hosting "Value Added Services"

If you have a server on your internal network this opens up many possibilities for running software that everyone can use to improve your company's bottom line. Here are some software solutions that are commonly run on servers to increase productivity:

- Microsoft Exchange – This allows your employees to access email from their computer or over the web. It also allows inter-office collaboration by offering convenient access to other

employees' calendars as well as customer contacts.

- Customer Relationship Management – Microsoft CRM, SugarCRM and ACT are just a few of the popular CRMs currently available to be hosted on your server. CRM will allow you to digitally archive detailed information regarding your sales prospects, current customers, appointments, documents and more.

- VPN or Terminal Services – Having a properly designed network and server configuration could allow your employees to login to their exact office computer environment conveniently from home or an offsite location.

Closing Comments

I have seen extremely creative networks that have survived without servers for a very long time. At Web Ascender we had a server from day one. Since our product is digital, we would be distraught if we ever lost even a single file. My general rule of thumb is if you have over five employees using computers you need a server and should consult a professional to design, implement, or review your network. You do not need to hire a full-time IT person for this. There are many of companies who will setup your network at an affordable rate and can be on call 24 hours a day should you require any additional assistance.

For more information about Web Ascender, visit www.webascender.com. For a testimonial about the company, contact MITA's Tech/Web Coordinator Stacey Morris at staceymorris@mi-ita.com.

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Letters to MITA

Dear Bob:

We appreciate the work you've done for us. Keep it up.

Donald Swartzlander
Balkema Excavating Inc.

Dear Mike:

Thanks for taking the industry lead on the SBT replacement. Since engineering firms have many of the same pass through items as contractors, you've taken NTH from a position of increased taxation to a lower tax position.

You guys are the industry leaders!

Keith M. Swaffar, P.E.
NTH Consultants, Ltd.

Dear Rob:

Thanks for the help yesterday; it was greatly appreciated. I was in a bind, having a bad employee day, was supposed to be in 10 different places and didn't have time to do a little homework. IOU, and you're wonderful!

Mary Rybinski
*Safety Director
Site Development, Inc.*

Dear Keith:

I just wanted to give you guys at MITA a pat on the back for a job well done in getting contractors a fair shake in the SBT replacement legislation. If MITA wasn't there, it could have been a real disaster for our industry.

Also, I wanted to mention that both legislators in my district, Senator Glenn Anderson and Representative John Pastor, were very helpful, supportive and responsive toward our (MITA's) concerns with respect to the new tax bill.

Tom DiPonio
Jay Dee Contractors, Inc.

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MITA Voted Among Best Lobby Groups



MITA and MITA's Vice President of Government and Public Relations Mike Nystrom were named among Lansing's best membership organizations and single-issue lobbyists, according to a survey conducted by the Michigan Information and Research Service (MIRS).

The survey was sent to over 600 individuals who work in or closely follow state government. Printed copies were mailed to all department directors and legislative liaisons, all members of the Legislature and all non-state government MIRS subscribers. The subscribers of the MIRS news reports include a broad base of university officials, corporate lobbyists, labor officials and others within the state's various trade groups.

The Michigan Chamber and Chamber Executive Vice President Richard Studley won the top vote. Studley is co-chair of the Michigan Transportation Team (MTT), a coalition that Mike Nystrom also co-chairs. MTT continues to lobby aggressively for more state and federal road funding.

Mike Nystrom, MITA's vice president of government and public relations, testified earlier this year during House Transportation Committee hearings on infrastructure funding.

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MITA Presents Michigan Construction Quality Partnership Awards

MITA's Vice President of Engineering Services Glenn Bukoski, P.E., presented the first Michigan Construction Quality Partnership Awards during MITA's Summer Conference July 21.

In addition to MITA the partnership includes MDOT, American Council of Engineering Companies - Michigan, Asphalt Pavement Association of Michigan, Michigan Concrete Paving Association, County Road Association of Michigan, Federal Highway Administration and the Michigan Road Preservation Association. The partnership is working together to improve all products, processes and relationships involved with highway design and construction through cooperation, coordination and a strong commitment to continuous improvement.

Four projects were recognized from the 2006 construction season that embodied the principles and goals of the CQP initiative.

#1 I-75/M-81 Interchange Reconstruction w/Roundabouts

Owner: MDOT Bay Region

Designer: DLZ of Michigan

Prime Contractor: Walter Toebe Construction Co.

The M-81 bridge over I-75 was in critical condition and daily traffic volumes were increasing, especially with commercial trucks, to the point that there were often significant back ups on the exit ramps and on the bridge. The interchange was a conventional tight diamond design that caused operational problems for truck drivers when making the tight radius turns resulting in the occasional rollover.

From an evaluation of the cost estimates of the alternative designs (five designs considered), and from an operational viewpoint MDOT found the "modern roundabout interchange" (fully integrated freeway

interchange with two roundabouts at the cross road on-off ramp termini locations) to be the significantly better and most attractive design alternative.

The consternation MDOT had to overcome was the fact that they had never constructed a roundabout on the trunkline system, let alone as a key element of a busy freeway interchange.

After many meetings and much discussion MDOT made the decision to build this "first time ever" project at an estimated cost savings of \$6 to \$7 million dollars when compared to the typical interchange reconstruction design. From the operational perspective the roundabouts were projected to provide a positive effect on reducing congestion and idle time, and improving safety and air quality. This was all due to the continuous movement of traffic and their maneuverability through the interchange. In addition to this Michigan CQP Quality Achievement Award, the CQP Executive Steering Committee has nominated this project for recognition in the 2007 NPHQ National Achievement Awards program.

#2 Southfield, M-10 Lodge Reconstruction

Owner: MDOT Metro Region

Designer: CH2M Hill

Prime Contractor: Dan's Excavating, Inc./Ajax Paving Industries, Inc.

The reconstruction of the "Mixing Bowl" (north end of M-10 Lodge where it connects with I-696 in Southfield) was a significant project in the Detroit Metro area in the summer of 2006. Two distinct projects, the reconstruction of M-10 in the Mixing Bowl and the Franklin Road bridge over I-696, were built concurrently over a four-month period. The M-10 project included the reconstruction of over three miles of



I-75/M-81 Interchange Reconstruction with Roundabouts: From left to right: Glenn Bukoski, MITA's vice president of engineering services; Bill Deacon, Walter Toebe Construction Co.; John Friend, MDOT's bureau director, Bureau of Highways - Delivery



M-10 Lodge Reconstruction/I-96/36th Street Interchange: Glenn Bukoski, Mark Johnston and Chris Poe of Ajax Paving Industries, Inc., John Friend

Continues on pg. 18

Member Profile



From left to right: Bill Wesela, Sheila Coolsen, Patty Lieffers, Andy O'Connor, Steve Brower, Brian Slagter, Roger Urbanski and Butch VanderVliet

Slagter Construction has been in the heavy highway construction business since 1955 providing services in bridge construction and rehabilitation, guardrail installation, and a variety of other transportation related services in Michigan.

"We pride ourselves in a long history of providing top-quality service on time," said Brian Slagter, president and CEO of the MDOT-prequalified company, which is located in Wayland. Slagter is also president of the MITA Board of Directors. In addition, his wife, Cynthia, is president/CEO of C. Slagter Construction, Inc., which specializes in guardrail construction.

With 100 employees, Slagter Construction's significant achievements include reconstruction of the Wealthy Street, Franklin Street and Hall Street bridges over US 131 in Grand Rapids (1991), US 31 reconstruction in Muskegon (2000), and the I-496 reconstruction in Lansing (2001).

The three generation family heritage began when Brian's grandfather, John Slagter, worked as a general superintendent for VanderVeen Construction. When Brian's father had completed four years in the Navy, he returned home in 1955 to the company's first project, which was half completed. Brian's grandfather and father worked side by side every day until later in the 1960's when his grandfather retired. Brian began leading the company in 1993 when his father, Bob, became ill.

Initially the company built box culverts as a three-employee subcontractor for larger companies. With the advent of pre-fabricated culverts, Slagter built a few new bridges mostly in rural areas over small streams. Since 1972, the company began overlaying bridge decks with concrete or waterproof membranes. In 1982, Slagter acquired Moored Construction, which specialized in guardrail installation, and has operated under the name Slagter Construction since 1999.

"This year we have over 15 jobs in Michigan, including a critical time-sensitive deck overlay, pier replacement bridge project on I-196 in Grand Rapids," Slagter said. "We also have repair work on the M-30 bridge over US-10 in Midland County and several projects in the Detroit area. For the first time in our history, we are opening an office this year in Florida due to a decrease in construction work in Michigan. All of us in the construction industry are facing this situation because of a decrease in state and federal funds that are used for infrastructure projects in Michigan."

But Slagter remains optimistic and focused on his own business plan. "What makes this company somewhat unique is that our annual projects include an even mix of work as a prime contractor and sub-contractor," he said. "We can provide expertise and routinely manage large projects and as small as \$10,000."

Slagter Construction is an active member of MITA attending super conferences, the summer and annual conferences and much more.

"I long ago learned that associations, like MITA, are a vital part of a company like ours," said Slagter, the father of five. "MITA takes our small voice and makes it a unified voice with a strong and committed staff. The culture among members is still developing. It is great to be board president now, but it would be even greater to be president five years from now."

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Slagter Construction, Inc.



Hand chipping for concrete patching on I-196 Bridge in Grand Rapids



Removing false decking from a new superstructure in Grand Rapids



Removing false decking from a new superstructure in Grand Rapids



Cleanup from hydrodemolition on I-196 Bridge in Grand Rapids





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Magazine Evaluation

CROSS SECTION

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Please rate each area of the magazine by circling a number.
One is poor; five is excellent.

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Which articles did you find most helpful?

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Are there any topics you would like to see covered in future issues of Cross-Section Magazine?

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Associate Member Profile



Michigan Pipe & Valve

From left to right: Scott Bohn, Bruce Penfield, Nick Cadwell, Nate Vohwinkle, Dave Galvin, Patti Curtice, Joe Galvin, Mark Fabiano and Gary Putrow.



..... **M**ichigan Pipe and Valve has a unique business model in which each subsidiary is independently owned and operated yet is not totally independent.

The five subsidiaries share expenses and administrative costs, so there is no redundancy in payables and receivables for the company, which is a statewide distributor of water and sewer supplies for water, sanitary and storm sewer projects.

“We have one board of directors overseeing all the operations and we lease employees across the board in order to obtain better benefits, such as insurance and 401 K plan,” said Gary Putrow, owner/

president, Lansing. Michigan Pipe and Valve has 71 employees in five locations across the state. “This also allows us to negotiate with numerous vendors and have more clout as a consolidated group.”

More important than having a business plan that works, Michigan Pipe and Valve, headquartered in Jackson, is dedicated to customer needs with more than 150 years of combined experience as a complete water and sewer supplies distributor.

Putrow got his start in his family's business, Michigan Hydrant and Valve, where he worked for over 10 years. The company was in operation from 1938-1983 and had offices in Detroit, Lansing and Traverse City. His road to his current position began in 1991 when Tom Ryan,





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Co-Owner/Operations: Tim Brugger

who recently left Underground Pipe and Valve in Indiana, founded the company in Jackson. Meantime, Putrow was working for Price and Brothers. As friendly competitors, Putrow and Ryan eventually came together as a company when Putrow was working out of his home in 1996. In 2000, Putrow began operating the Lansing-based subsidiary out of its present location, a 23-acre site on Snow Road.

In 2007, sales are higher than recent years, while profit margins are lower and price increases are more frequent, but Putrow is remaining cautiously optimistic about the business.

"Competition is fierce, but we remain committed to customer service and to standing behind our products," said Putrow, who customers rely on for his uncanny ability to locate hard to find material. "We are like a lumberyard in that we stock immediate need materials, and we ship directly to the customer from the supplier as much as possible for other items."

Putrow is also glad to be a member of MITA for many reasons.

"My customers belong and I support MITA because it supports my customers," he says. "It is my job to help MITA in their pursuit to help those customers. For example, when the Michigan Business Tax was under consideration, we did what MITA asked and wrote letters to our legislators."

Rob Coppersmith, MITA's vice president of membership services, summed up MITA's view of Michigan Pipe and Valve.

"Every time I call them, no matter what I ask for, they are willing to help out in anyway they can," he said. "And they take advantage of the services MITA has to offer them."

MITA Presents Michigan Construction Quality Partnership Awards

Continued from pg. 11

concrete freeway, shoulder, and ramp pavements. This work was completed in conjunction with the establishment of a new drain, the rehabilitation of five bridge structures, and an extensive amount of electrical work on the freeway lighting and MDOT's MITS network. With their multiple and often overlapping traffic control scenarios, the M-10 and Franklin Road bridge projects posed significant operation challenges in accommodating the 230,000 vehicles that moved through the area on a daily basis. A very aggressive media campaign by MDOT and a lot of communication, cooperation, and careful planning by MDOT and the contractors involved made a difficult project a success that opened to traffic two months ahead of schedule.

#3 Ontonagon Bridge Relocation

Owner: MDOT Superior Region

Designer: MDOT Design Division

Prime Contractor: Zenith Tech, Inc.



Ontonagon Bridge Relocation: Glenn Bukoski, Joel Christopherson of Zenith Tech, John Friend

The Ontonagon Bridge relocation resulted in portions of M-64 and M-38 being relocated and the bridge location moving a half-mile upstream. The work took place in the Village of Ontonagon, located in the western Upper Peninsula along Lake Superior. The 13-span structure includes a multi-use pathway separated from traffic, a new carpool lot and decorative lighting which matches the lighting in downtown Ontonagon.

#4 I-96 / 36th Street Interchange

Owner: MDOT Grand Region

Designer: URS Corporation

Prime Contractor: Kamminga & Roodvoets, Inc./Ajax Paving Industries, Inc. Joint Venture

This project involved the construction of a new interchange at I-96 and 36th Street and the reconstruction of 2.12 miles of I-96, including ramp extensions. Other significant components of the project were the construction of five new bridge structures, temporary median and ramp crossovers, ramp work, construction of a wetland mitigation bank, and the establishment of native plants, grasses and a native prairie land.



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Road Funding: Under-Funded Roads Cost Michigan Motorists

Substandard roads and bridges cost Michigan drivers approximately \$7 billion per year in the cost of wasted time and fuel, additional traffic crashes and increased vehicle maintenance costs as a result of state routes that have significant deterioration, are congested, or lack adequate safety features, according to a recent report released by The Road Information Program (TRIP). TRIP is a national transportation non-profit research organization based in Washington, D.C.

The report estimates that the average cost of inadequate roadways is \$1,671 annually per driver in the Detroit metro area, \$1,085 per driver in the Grand Rapids area, \$866 per driver in the Lansing area, and \$785 per urban driver living elsewhere in the state.

TRIP's study is entitled "Paying the Price for Inadequate Roads in Michigan: The Cost to Motorists in Reduced Safety, Lost Time and Increased Wear." The study found that 38 percent of major roads in Michigan are in poor or mediocre condition and 39 percent of the state's urban highways were congested in 2006. On average, 1,235 people were killed annually in motor vehicle accidents in Michigan from 2001 through 2005.

"The TRIP report shows that Michigan's roads are costing the state's drivers lives, time and money," said William M. Wilkins, TRIP's executive director. "Repairing roads, relieving congestion and improving roadway safety in Michigan could literally save the state's motorists billions of dollars each year."

The TRIP report found that driving on roads in need of repair costs Michigan's motorists \$2.6 billion annually in extra vehicle depreciation, additional repair costs, and increased fuel

Continues on pg. 49



A black and white photograph of the Michigan State Capitol building, featuring its prominent dome and classical architecture. In the foreground, a large construction vehicle, possibly a backhoe loader, is parked on a street. To the left of the vehicle is a stop sign, and to the right is a 'ROAD CLOSED' sign. The scene is set in an urban environment with trees and other buildings visible in the background.

Roads and Politics

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www.betterroads.com

Kirk Landers, VP/Editorial Director

While everyone else in the road industry got ready for the construction and repair season this spring, the leadership of the American Road & Transportation Builders Association rolled out a new vision for the federal highway program and began selling it on Capitol Hill.

The lobbying group is proposing a Critical Commerce Corridors Program to create a system for the secure and efficient movement of freight in the United States. The "3C Program" would be financed by a new and completely separate user fee mechanism and would complement the existing core federal highway programs.

This is a vitally important proposal because it shines a bright light on the direct connection between roads and commerce, and because it makes a powerful case for the pressing need to expand our transportation capacity or bear the economic consequences. It marks a dramatic change in industry strategy. Rather than politicking Congress to expand existing programs, ARTBA is selling a new idea...or, in the grandiloquent prose of government, a vision.

It is a worthy vision, both for the country and for the road industry, and we hope the other voices of the industry — including yours — will support this initiative in the months to come. This is the prelude to the next federal transportation bill which will be discussed among movers and shakers next year and voted on (hopefully) in 2009.

One of the hallmarks of the ARTBA proposition is its straightforward, unapologetic call for new user fees. Speaking to the National Surface Transportation and Policy Revenue Study Commission last March, ARTBA vice chairman Charlie Potts called for a federal fuel tax of 8.5 cents per gallon in FY 2010 to fund the 3-C Program; that would grow to 10 cents per gallon in FY 2015.

While the Congress and administration that passed the current SAFETEA program had heart palpitations at the thought of a mere penny or two increase in the fuel tax, the next bunch to consider this program will be confronting a much different reality. For openers, the argument that a fuel tax increase that raises the cost of gasoline from \$1.50 to \$1.52 per gallon would rip a bloody hole in the American economy has been burned to cinders by 2007 pump prices that will push \$4.00 a gallon this summer in many places.

Continues on pg. 54

Michigan's Construction Industry is Important to Michigan's Economy

It's becoming apparent to me that our lawmakers and many bureaucrats simply don't have a clue as to the importance of Michigan's construction industry to the state's economy.

In an age of computers and fast-paced technology we are still a business of people. Our list of owners includes small to large businesses and represent unparalleled diversity. They are hard-working individuals who choose to make Michigan their home and most, if not all, would prefer to stay in Michigan. Unfortunately, our state's economic activity or lack of it has forced many MITA members to look elsewhere for projects. After all, these first, second and, in many cases, third generation companies feel a sense of duty to their employees and their families and, as a result, must "go where the work is."

Above all, with the problems and nearly non-existent profit margins, contractors do not offer threats of moving to Mexico where wages are low and benefits absent. Quite to the contrary, they are more than willing to stay put and provide infrastructure improvements that are and will be essential to Michigan's recovery and economic health. So, you have to ask yourself what the payback is for loyalty. In many respects we are being held as hostages.

Over a year ago the governor held a press conference to announce a replacement for the single business tax. Throughout the entire discussion and prior to this announcement, MITA made it abundantly clear that any business tax plan must include significant relief from the draconian personal property tax. In its final form only manufacturing firms received PPT credit or reductions. When confronted the then state treasurer admitted those who own construction companies in his words "aren't going anywhere." Guess that settles the hostage situation!

Now comes 2007 and our lawmakers are patting their collective backs over a compromise replacement to SBT. But once again the construction industry takes one on the chin. In its original form the new Michigan Business Tax (MBT) incredibly contained a layered tax for contractors. As an example, a prime contractor would pay a MBT on all gross receipts and each subcontractor would do the same, resulting in multiple taxation of the same receipts. At this point we were ready to rent a boat and start heaving tea into the Grand River.

If you read our numerous bulletins on this issue, you now know that the situation has been

remedied and, to top it off, our industry is receiving a 35 percent reduction in personal property taxes. What could have happened did not, but it presents yet another example of how much credence is given to those who are loyal to our state and want to stay here.

MITA Building

Not a day goes by without a member asking how my MITA building is progressing. Well, first of all, it is not my building; it belongs to all dues paying members. Secondly, by the time you read this we will have been settled in, as well as the Asphalt Pavement Association of Michigan. The Michigan Concrete Paving Association is due to occupy their space in February of 2008.

I would encourage you to stop by and visit your building if you're in the Lansing area. I can assure you that it is built to last and sends a message of strength and pride to all who visit or merely drive by the facility.

To contact Bob Patzer, e-mail him at bobpatzer@mi-ita.com or call 517-347-8336.



Bob Patzer



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The Anatomy of a Legislative Success

You have undoubtedly read the recent bulletins touting the success that MITA had with regard to its involvement in the new Michigan Business Tax (MBT) debate. You probably know that this success included several items that were favorable to the heavy construction industry and the members of MITA, including the following:

- SIC codes 16 and 17 were included in the bill (codes for road builders, underground and specialty contractors).
- Construction companies were given a 100 percent deduction for all subcontracting costs.
- The legislation includes a tangible purchases credit that will allow contractors to deduct their cost of goods.
- LLCs and S-Corps will be able to deduct the cost of salaries paid to co-owners, thus avoiding a double taxation scenario.
- A 35 percent reduction in the personal property tax burden, which is paid by the construction industry.

All of these items have been high profile in the e-mail and hardcopy mailings that have gone out of MITA in recent weeks. We have not only used this success in a member promotion effort, but we are also using this success to promote greater participation from the membership in the MITA PAC.

What you might not know is actually how this effort came together in order

“This legislation could have resulted in an increase to certain construction companies of as much as 500 percent, which could have ultimately put many contractors in Michigan out of business.”

to produce the achievement that we had in this debate.

First of all, much of the thanks should go to

those members who have regularly over the years participated in the MITA PAC. Without the high level of involvement from several of our members across the state, the MITA PAC would not be recognized as the voice of the industry in Lansing. This voice allows MITA staff access, whether it is via telephone, in the Capitol lobby, or in an elected official's office, which might not otherwise be available to groups of a lesser stature. The strength of the MITA PAC is one primary reason why MITA was recently named one of the most effective lobbying organizations in the state.

Another significant reason for the success that MITA had in this recent MBT debate was that MITA staff and our multi-client lobbyist, Jim Ryan, from Public Affairs Associates (PAA), are so well recognized and respected not only by the elected officials downtown, but also by the legislative staff involved in this effort. Those relationships are imperative during the review process of such a voluminous piece of legislation (161 pages). To make sure that even the smallest of typos are corrected, it takes numerous conversations and phone calls to follow them through to completion.

Finally, as details of the proposed legislation were released, the MITA staff felt that the issues facing the industry were important enough that we went to the media; and, as a result, MITA was the first business group in the state to officially come out opposed to the legislation. In the end, a significant amount of editorial support from across the state helped to push legislators to look for a legislative fix on this issue.

Prior to the final vote of the legislature, MITA staff prepared a one-pager of suggested changes to the MBT proposed legislation. This one-pager ultimately ended up being the primary document that legislators and staffers used to make sure that the contracting community was taken care of at the end of this tax debate.

Throughout the process MITA staff and PAA worked diligently on the issues that were important to the heavy construction industry, however, there were several other issues that came up during the debate that ultimately were not part of the end result. Some of those issues may have been positive

Continues on pg. 54



Mike Nystrom

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Vice President of Membership Services Comment

Looking Ahead While Remembering Behind

As I write this article from my new office I can truly feel the final affects of the merger of the former AUC and MRBA. The directive to build an industry building is now complete. However, it is difficult to be overly excited due to the economic hardships and funding shortfalls that many members are being impacted by. This article will touch on a variety of pending and past issues that have and will impact you as a member in a variety of ways.

If you don't know MITA has been successful the past two years in obtaining an education and training grant from MIOSHA. Previous grants provided funds that helped MITA deliver the training to the membership. MITA then developed curriculum for a training approach we at MITA feel is very successful. All trades training is just that, training that impacts all construction workers. From that point specific training for fall protection, underground construction and traffic control were developed. MITA has provided this training to members across the state and will continue down this path with regard to targeted training. This year, however, MITA has shifted gears. Our current grant request is directed toward underground construction, specifically, for the development of a DVD concerning hazards and proper work techniques concerning underground construction and

utility locating. If successful with the grant request, MITA will develop the DVD content over the winter and begin production of it in the spring of 2008. We will be asking for members to participate by supplying access to various types of underground construction jobsites.

Our first Haz-Woper training course took place the week of August 6th – basically the first week we were open for business. As MITA goes forward, the new building will offer us the ability to perform a variety of classes that may not make it into the Superconferences due to time constraints. The new building will also allow us to provide members training that we just couldn't do that easily in the past. Also, please remember that as a member this is your building and you are welcome to use the training room for meetings or other needs. Just call the office to get on the schedule. Many statewide members already use MITA as a meeting place and I encourage you to do the same.

Continues on pg. 55



Rob Coppersmith



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Vice President of Engineering Services Comment

MDOT Approves New Claim Procedure

Have you ever had to file a claim for extra compensation or time on a project governed by the MDOT Standard Specifications and found yourself confused about exactly what you should include in your claim package, and then frustrated after you turned in that claim package because you had no idea where it was in the process or when a decision might come out of the process? Those of you who have shared these experiences and frustrations will be happy to learn that at its July 2007 meeting, MDOT's Engineering Operations Committee approved a new claim procedure that will replace the existing administrative process that dates back to 1996.

The new claim procedure, developed and written by a small four-person team comprised of two MDOT representatives and two MITA representatives, establishes a process that requires an increased level of attention, accountability and urgency by the contractor and department alike. The claim procedure is documented graphically in the Claims Process Flowchart (CPF) that delineates the process steps and identifies the anticipated time durations between those process steps. The process step durations established on the CPF and within the

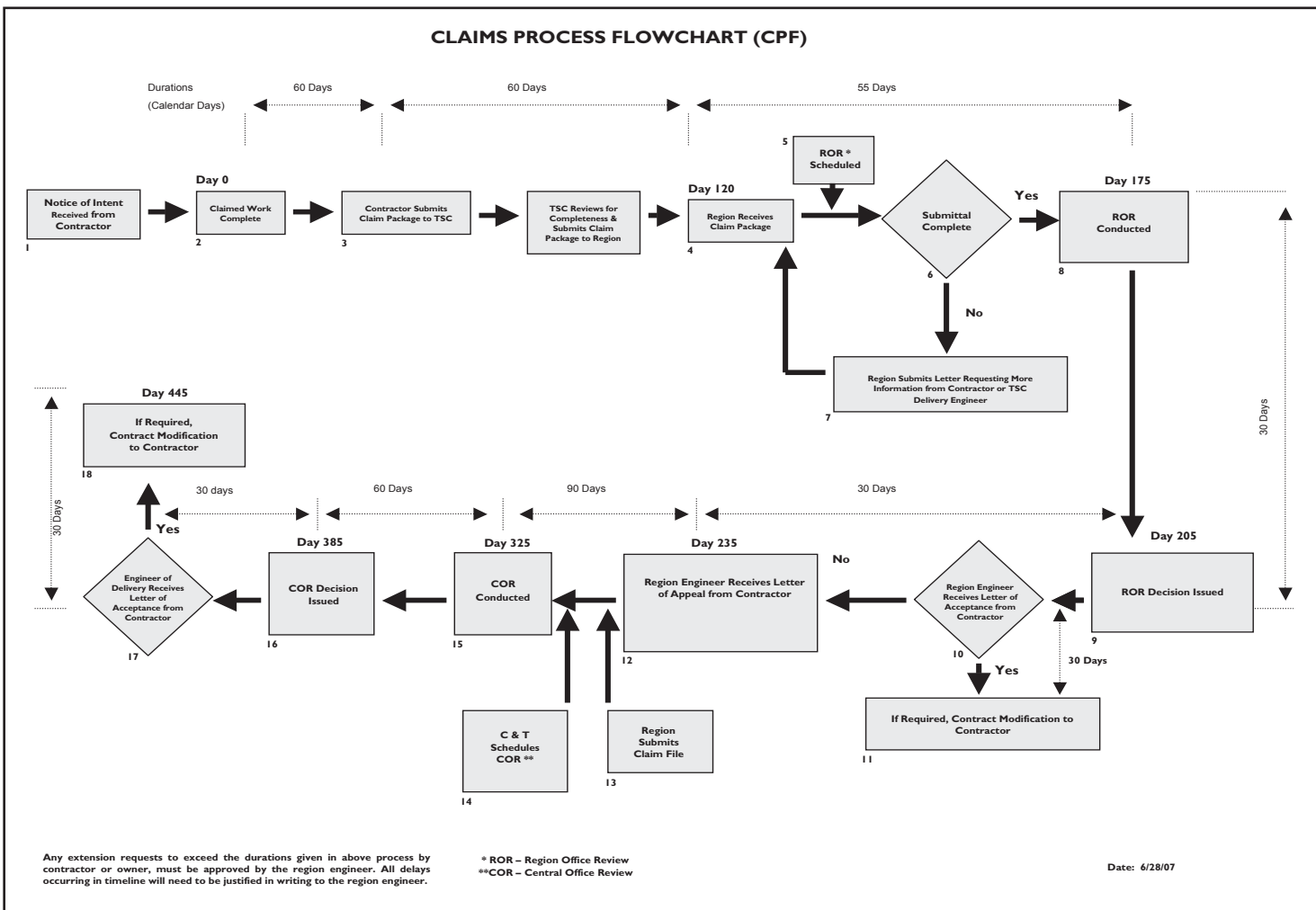
written procedures are intended to be maximum timeframes with any request for an extension of those durations, whether by the contractor or the department, made and documented in writing.

To assure a consistent level of attention, accountability and urgency is exercised by both the contractor and the department in fulfilling their responsibilities for the claim process, a Claims Tracking Database (CTD) is being developed and will be implemented statewide. The CTD will track the status of every claim initiated from "Notice of Intent" to final disposition within the administrative process. The CTD will provide MITA and MDOT leadership with the tool necessary to track actual process step durations, requests for extensions to those durations



Glenn Bukoski, P.E.

Continues on pg. 55



Director of Safety & Workforce Development Comment

MITA is Your Go-To Association for Training

Safety is a key word in the heavy construction industry, and one that should be talked about daily. To be successful in the safety arena, you need to train. Training employees to recognize, avoid and eliminate hazards associated with their work will cut down lost time injuries, accidents or even fatal mistakes. I have noticed over time that the companies that train on a regular basis and enforce policy have less injuries or accidents. These same companies also receive fewer MIOSHA citations.

MITA is the leader and your go-to association when it comes to training. MITA will make available the training needed to complete any job in the heavy construction industry. Now all you need to do is plan ahead and take advantage of it. With our new training center up and running, MITA will be hosting classes to benefit the masses. If you have an idea or a particular class that you need, contact me or Rob Coppersmith, and we'll assist with those needs.

Appeals

It has been a hot summer for MIOSHA inspections. Of particular interest is contractors getting inspected over 20 times in three months. These inspections did not take place at one jobsite, but it's troubling when MIOSHA literally sits on your job for two days waiting to find something. My hat goes off to those companies having this problem because they learned from the first inspection and are not making the same mistakes twice. MITA has taken a vested interest in the issue and is trying to combat the problem.

Remember, we can't stop them from inspecting your job so that is why you need to be on your toes and think safety all the time.

Contact MITA if you have questions about an inspection or the appeals process.

Trucking

MITA has received numerous calls about having United States Department of Transportation (USDOT) numbers on their commercial vehicles. To facilitate compliance with the existing requirements set forth in Act 181, PA 1963, CFR 49 part 390.21, the Michigan State Police Motor Carrier Division is implementing an Intrastate Motor Carrier Identification Requirement that all commercial motor vehicles that operate solely in the state of Michigan obtain a USDOT number.

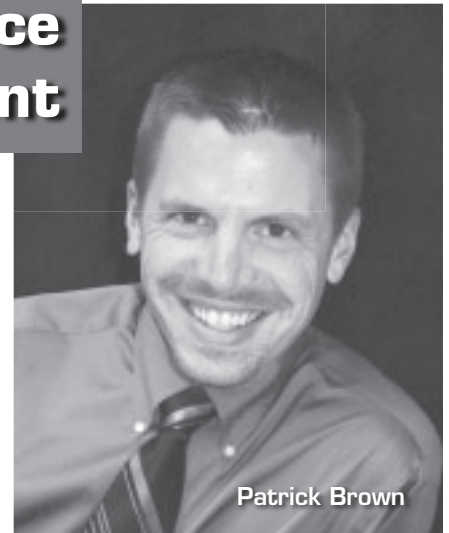
In 1990, Michigan adopted the Federal Motor Carrier Safety Regulations into state law. This adoption essentially placed the same operational requirements on intrastate commercial motor vehicles as those applied to interstate carriers, including the requirement to obtain and display a USDOT number. This means all carriers or operators of commercial motor vehicles that operate solely in the state of Michigan. Commercial motor vehicle is defined as having a gross vehicle weight rating or gross combination weight of 10,001 lbs. or more, whichever is greater, and commercial motor vehicles transporting hazardous materials in quantities requiring placarding. This requirement will affect the entire industry in some way.

The Michigan State Police will start enforcing this January 1, 2008. Some local law enforcement agencies are currently enforcing these requirements.

More detailed information can be found on the Michigan State Police Motor Carrier Division web site (www.michigan.gov).

Remember, there is plenty of time left to have a MITA jobsite inspection done and, if you have questions or comments, contact me at patrickbrown@mi-ita.com or call the MITA office 517-347-8336.

If you have any questions or comments, contact Pat Brown by e-mail at patrickbrown@mi-ita.com or call (517) 347-8336.



Patrick Brown

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Director of Legislative Affairs Comment

Government Raids on Road Dollars Intensify as State Dollars Shrink

It was once said that you might be an accountant if... you deduct Ex-Lax as "moving expenses."

Accountants are notoriously imaginative when it comes to creative financing. The same could be said for state budget officials and politicians.

Ask any elected leader and they will tell you they are opposed to diversions of road dollars for other purposes. Yet every budget year state policymakers divert tens of millions of dollars to fund other government programs under the guise of providing "transportation services." This year, the governor's budget recommendation calls for almost \$50 million of inter-departmental grants (IDGs) to other state agencies for these "services." Some of these expenses are legitimate. Many are not.

The budget crisis at the state Capitol has created a donnybrook in Lansing to compete for limited dollars for government programs. Traditional revenue sources like the state income tax or sales tax have long since been spoken for. So, protecting a \$3 billion state transportation budget is like shooing flies off the summer picnic table—a never-ending endeavor.

Although transportation dollars are constitutionally required to be used for transportation purposes, it's amazing how many state agencies are now "volunteering" to help with our transportation needs.

We've recently learned that the Department of Corrections is insisting on a massive expansion of clean-up efforts along our state highways. The customary practice of charging \$15 a day for each inmate is apparently out the window. They want the transportation budget to pay the expenses for the inmate's entire day of incarceration. Price tag: \$2 million.

The constitutional requirement of using these funds for only transportation-related purposes are of little consequence to bean counters trying to balance a state budget. Case in point is an Auditor General report issued in December 2006. The Auditor General said the State Police did not adequately account for how their \$400,000 transportation fund grant for the Criminal Justice Information Center was tied to actual transportation-related costs. This year, the State Police asked for a \$1.2 million increase from transportation funds for

that same program.

In the 2006 report, the Auditor General also pointed out that the Department of Treasury should charge the Michigan Transportation Fund (MTF) only the actual costs associated with gas tax collection. They should NOT charge the MTF based on the percentage of transportation-related tax collections to total tax collections. MITA has vigorously argued that the cost of collecting the gas tax is very cheap compared to other taxes, and thus the \$8 million charged to transportation is exorbitant. This year's budget has been pending for over six months and the Department of Treasury has yet to provide a new cost-allocation plan as required.

Inter-departmental grants are only the tip of the iceberg. Many state agencies are getting their hands on MTF dollars through a new, more surreptitious means. Annual "contracts" or "transfers" between various departments are allowing these raids to take place away from public scrutiny and are much harder to uncover. The raid from the Department of Corrections is an example of this.

MITA has been working diligently to find these money grabs. We've been working with Rep. Lee Gonzales (D-Flint), chairman of the House Transportation Subcommittee on Appropriations, to identify not only inappropriate IDGs but also the hidden contracts and transfers. For the first time ever, MITA intends to get amendment language added to the state budget to crack down on these hidden expenditures. We are also working to end the Secretary of State's \$20 million IDG to fund their branch offices as part of our overall funding reforms and gas tax package.

MITA has our work cut out for us in our vigilant protection of road dollars. It's a never-ending job that turns your stomach with every new revelation.

Ex-Lax, anyone?

To contact Keith Ledbetter, e-mail him at keithledbetter@mi-ita.com or call 517-347-8336.



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State Transportation Budget Moves Forward

State and local road and bridge programs would receive \$2.26 billion for 2008, according to a bill reported recently from the Appropriations Subcommittee on Transportation. This represents a decrease of 3.7 percent from last year due to a decline in gas tax and bond revenues.

There were several key legislative victories in the bill. MITA helped lead the charge to retain \$13 million in drivers license fees for the Transportation Economic Development Fund instead of channeling the money into the general fund as Gov. Jennifer Granholm proposed in her executive budget.

MITA also worked with Rep. Lee Gonzales (D-Flint) to fight diversions of road money to other state agencies. Boilerplate language was adopted, which would require state departments to adopt cost allocation plans based on the actual cost of providing the transportation services. The bill would also require government audits of all departmental financial transfers to help keep track of hidden raids.

The bill is now scheduled for a hearing in the full House Appropriations Committee. A transportation funding bill is also pending in the state Senate.

Federal Court Ruling Strikes Down Portions of Hours of Service Law

A recent decision by the U.S. Court of Appeals for the District of Columbia struck down the federal allowance for expanded driving time (from 10 to 11 hours) along with the 34-hour restart rule.

MITA staff immediately took notice and has asked what effect this has on Michigan's law. You may remember that MITA led the successful effort at the state legislative level just last year to allow expanded driving time for the construction industry.

According to early analysis, it appears that Michigan's expanded driving time provisions will remain intact. Federal law has allowed states to offer a variety of exemptions under certain narrowly tailored circumstances. The portion of federal law that allows such state exemptions appears to remain in place, thus our current Hours of Service law does not change.

However, MITA will continue to monitor developments on the federal level as changes begin to be proposed.

Feds Say Project Owners Can't Force Construction Contractors to Sign Project Labor Agreements

The National Labor Relations Board said last week that a labor union representing construction craft workers and the owner of a construction project cannot lawfully require the contractor to sign a project labor agreement.

In the decision *Glen Falls Building and Construction Trades Council*, 350 NLRB No. 42 (July 31, 2007), the NLRB invalidated an agreement between a power company and a local union to require the construction contractor to sign a labor agreement. According to the decision, the project owner's primary purpose was to "remove the threat of union opposition to its efforts to secure regulatory approval".

Director of Technical Services Comment

MITA Is Committed to Building Relations

Neither wind, nor snow, nor sleet, nor roadways blocked by fallen trees will keep MITA from attending a CRAM engineering committee meeting. This past June during a gusty trip to the great north (Copper Harbor), a fallen 18-inch diameter birch tree closed US-41. Not able to make a distress call due to a lack of cell phone service, things were not looking too promising for making the evening meeting. Fortunately, this incident occurred in a part of the state where there are more logging trucks than cars. Within minutes after watching the tree completely close US-41, a logging truck arrived with the greatest tool possible – a chain saw. With a few passing swipes of the chain saw the roadway was once again in full operation. Thanks to the quick work of the truck driver, MITA was able to attend the evening meeting.

This story appropriately demonstrates MITA's commitment to maintaining and growing our relationships with local agency owners. Over the last few years MITA has worked diligently in many owner agency arenas. Numerous lines of communication have been opened and MITA's voice is being heard

loud and clear.

Not all trips to the CRAM engineering committee meeting are as memorable as the one described above, but the meeting content and discussions between MITA and county engineers are. During those committee meetings MITA has lead discussions and proposed policy changes relative to many industry issues. The following are a few examples:

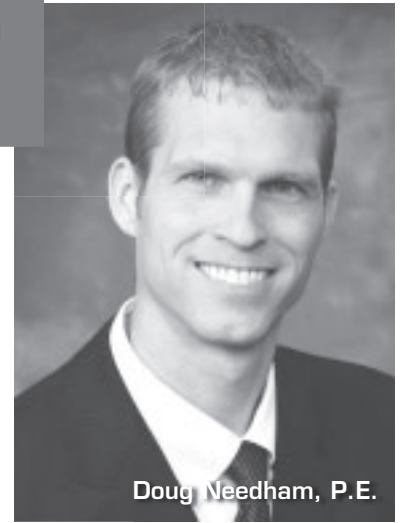
- Timely award of projects;
- Specify appropriate pay item if contractor is required to perform QA testing;
- E-plans and E-proposal advocacy;
- Removal of utility disclaimer contract language (i.e., "no additional compensation will be paid for... existing utilities that are or are not shown on the plans")
- Excessive permit fees charged by counties;
- Conformance with the MDOT standard specifications for permit fee reimbursement.

Invitations to be active in committee meetings are a two-way street. MITA regularly invites local agency representatives to participate in the MITA/MDOT quarterly meetings, MITA/MDOT Bridge Committee meetings, and MISS DIG Utility Coordination meetings. All of these venues provide the local units of government the opportunity and line of communication that keep them engaged in the discussion and decision making process, thereby allowing for a more palatable acceptance of change in procedures and policy.

Oftentimes MITA and the local agency owner do not agree on issues, but the evolving relationships foster a favorable environment for better understanding of the other's perspective.

If you have an issue with a local unit of government, do not hesitate to call us. Early involvement by your MITA staff can help resolve an issue before it becomes drawn out and costly.

To contact Doug Needham, e-mail him at douglasneedham@mi-ita.com or call 517-347-8336.



Doug Needham, P.E.



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TOOL BOX TALKS

"Fall Protection Applies To Everyone"

Before you get started:

There are five safety tips that apply to the entire industry. If you practice these five things, you could make an impact on how your employees perform.

- KNOW YOUR JOB.
- BE ALERT.
- EXPECT THE UNEXPECTED.
- USE GOOD JUDGEMENT.
- ALWAYS THINK SAFETY.

These tool box talks have been designed to include all of the information your company should be able to include in a five-minute session. MITA suggests that you document this activity with the sign in sheet provided and keep it on file for future reference.

Fall protection can be an issue at any construction site. The key to avoiding potential falls is recognizing situations which would require fall protection and reacting appropriately.

Construction safety standards have established a threshold height of six feet in regards to fall protection. This means any time you are more than 6' above a lower level, some type of fall protection must be used.

Areas that may require fall protection could include:

- **Ramps and runways**
- **Excavations that are not easily identified**
- **Hoist areas**
- **Manholes**
- **Roof holes**
- **Formwork & reinforcement steel work**
- **Leading edge work on bridges**
- **Precast concrete erection**
- **Bore pits & shafts**

Fall protection can be accomplished in many different ways. Some samples would include:

Guardrails

Guardrails are barriers put up to prevent falls to a lower level. Guardrails must be placed at a height of 42" plus or minus 3". A mid rail must also be in place between the top of the guardrail and working edge. Be sure to use a personal fall arrest system when installing guardrails.

Positioning Devices

Positioning devices may be used on the face of formwork or reinforcing steel structures and other situations where hands must be free to work.

Warning Lines

Warning lines must be erected around all sides of a work area and should be 6' back from edge. Warning lines can be made with the following materials: ropes, wires or chains and supporting stanchions. Clearly mark these areas with high visibility flags.

Controlled Access Zones (CAZ's)

CAZ's may only be established with a job specific fall protection plan which explains all the requirements leading edge workers must follow. To establish a CAZ it must be proven that no other fall protection devices could be used.

Covers

Manholes or any hole an employee could walk through needs to be covered and secured with material strong enough to support the load. It should also be identified by spray painting the word "hole" on the cover material.

Other means of fall protection included: Personal Fall Arrest Systems and Safety Net Systems.

Fall protection can be accomplished in a variety of ways. Be sure to select the protection method best suited for the job.

*** Note: Effective January 1, 1998: body belts will not be acceptable as part of a personal fall arrest system. Body belts may only be used as positioning devices after this date.**

Your employer is an equal opportunity employer and as such welcomes applications from qualified female and minority applicants.

WHAT IS DISCRIMINATION BASED ON CAREGIVING RESPONSIBILITIES?

By Maureen Rouse-Ayoub
Partner, The Fishman Group

On May 23, 2007, the Equal Employment Opportunity Commission ("EEOC") issued guidance entitled "Enforcement Guidance: Unlawful Disparate Treatment of Workers with Caregiving Responsibilities". EEOC Notice Number 915.002. Most of you are probably thinking what does caregiving responsibilities mean and when did caregiving become a protected classification? The short answer is that persons with caregiving responsibilities is not a stand alone protected category under federal law or state law. Because caregiving responsibilities is not a protected category, claims of discrimination based on caregiving responsibilities must be bootstrapped to a group that is subject to protection, such as race, sex, national origin, or the *Americans with Disabilities Act*. Workers with caregiving responsibilities include anyone that cares for a child, parent, spouse, sibling or disabled adult.

Most employers thought this area was covered by the *Family and Medical Leave Act*, which is enforced by the Department of Labor. Apparently, the EEOC disagrees, despite its admission that federal equal employment opportunity statutes "do not prohibit discrimination based solely on parental or other caregiver status". *EEOC Questions and Answers about EEOC's Enforcement Guidance on*

Unlawful Disparate Treatment of Workers with Caregiving Responsibilities. As a result, employer interview practices, and decisions regarding hiring, retention, promotion, and discharge will be scrutinized for evidence of unfair treatment of workers with caregiving responsibilities based on race, national origin, color or sex.

The employer's leave and attendance policies will be subjected to double scrutiny for compliance with the *Family and Medical Leave Act*, which establishes a finite period of job protected leave available to eligible employees for the birth or adoption of a child, caring for a child, spouse or immediate member of the family with a serious health condition, and potential claims of discrimination. Examples of discriminatory treatment of workers with caregiving responsibilities based on inclusion in a protected group include:

- Asking female applicants about their caregiving obligations and/or child care arrangements, but not asking male applicants.
- Granting male workers with caregiving responsibilities more favorable treatment than women with caregiving responsibilities.
- Denying male workers equal treatment/leave opportunities to perform caregiving responsibilities afforded to female workers.
- Granting female workers without children or caregiving responsibilities better treatment than afforded female caregivers, such as consideration for promotion, or increased responsibilities.
- Failure to hire or promote a newly married female applicant out of concern that her future plans for a family will interfere with her ability to perform the duties of the job.
- Denying women with young children opportunities for advancement based on stereotypical assumptions that women with children should not work long hours, or that women who adopt flexible schedules or job share are less committed to the workforce than women who work full-time.
- Employment decisions based on improper stereotypes, such as reducing an employee's responsibilities because the employee has recently taken on the responsibility of caring for an elderly parent.

Absent direct evidence of discrimination, such as statements, "she's just in it for the paycheck", the shifting burden of proof currently applicable to all claims of discrimination also apply to claims of disparate treatment of workers with caregiving responsibilities that belong to a protected group. First and foremost, the employee bears the burden of proving that they were treated differently than someone outside the protected group. As with all claims of discrimination, establishing the employer's legitimate non-discriminatory business reason for its action will be the key to a successful defense.



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In order to avoid claims, employers should review their employment paper for uniform and consistent application of policies governing mandatory overtime, attendance, tardiness, leaving work early, leaving the worksite during lunch and break time, and employee obligation to produce medical documentation to support leave. The essential functions of each job should be identified in the job description. If regular attendance is a prerequisite, then it should be clearly stated in the job description that regular attendance is required and company policy should define what is regular attendance. If availability to travel, work overtime, or work on Saturdays and Sundays is a requirement of the job, the requirement should be documented in the job description.

Thorough and well written job descriptions and employment policies are the root of the employer's legitimate non-discriminatory business reason for its action. However, the employer's policies will only insulate an employer from liability if the policies are applied uniformly and consistently to all employees. For example, allowing a male employee to extend his break time to accommodate his recuperation from a work related injury, while denying a female employee's request for the same extension of her break time to check on her child at the local day care center, may constitute sex based discrimination of a worker with caregiving responsibilities. Why? Because the male employee is receiving preferential treatment being denied to a female worker with caregiving responsibilities, even though the effect on the workplace is the same.

Based upon the EEOC's issuance of enforcement guidance regarding a category that is not presently a protected group, employers can safely assume that EEOC agents are on alert to identify potential race or sex based claims of discrimination stemming from disparate treatment of workers with caregiving responsibilities. Employers should immediately take precautions to protect themselves from such claims through an HR audit, which we regularly do for our clients. Just e-mail me for an audit checklist. In addition to reviewing the job descriptions, an audit of the company's interview questions for new hires, promotions, transfers, and performance evaluations should be completed to eliminate any potential questions that seek information regarding an individual's caregiving responsibilities. Employers should also audit application of its policies, including leave and absenteeism, for uniform and consistent application. As a final protective measure, the audit results should be incorporated into training programs to educate supervisors and management regarding this new frontier of governmental scrutiny.

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Your association has experienced a great deal of success over the years as it relates to the enactment of Public Acts. One of these notable achievements goes back to 1980 in the form of Public Act 524 of 1980. Among other things, the Act requires public owners to deposit your retainage into a separate interest-bearing account with all proceeds (interest) accruing to you.

In one case a MITA member notified the City of Madison Heights that they intended to exercise their rights under P.A. 524, have the retainage deposited and would like a monthly statement showing accrued interest. The consulting engineer for the city wrote to our member and stated that the owner had no intention of honoring their request.

At this point MITA legal counsel placed a call to the city attorney and informed him of the position of the consultant relative to the threatened non-compliance with their responsibilities set forth in P.A. 524. The city attorney discounted the engineer's decision and indicated that Madison Heights would live up to their duties in terms of retainage.

Unfortunately only a small minority of contractors are using the retainage escrow accounts required by the Act. In 1980 it was the then AUC versus the world in an attempt to pass this legislation. We took on this task because it was 1) necessary and 2) was in your best interest. You would be well-advised to exercise your rights as set forth in the Retainage Act.

In conclusion, we salute the City of Madison Heights and their legal counsel for doing the right thing.

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The Building of the Ontonagon Bridge

*Story Submitted by Mike Premo,
MDOT Crystal Falls Transportation Service Center Manager*

The building of a new bridge in Ontonagon, crossing its namesake river, and relocating M-64 and M-38, took more than two years to complete. The process of deciding where the bridge should be located, how it would be designed, and how it would be funded took the village, the Michigan Department of Transportation (MDOT), and other stakeholders more than a decade longer. When completed, this \$27 million project was the Upper Peninsula's most expensive since the Mackinac Bridge was built in 1957.

The project planning process for a new bridge began in 1991 to address the operational deficiencies of the steel swing-span bridge built in 1939. The existing 309-foot structure, with a 110-foot pivot span, was the last swing-span bridge the department constructed. Over the years, it had been damaged by ice floes, requiring emergency repairs in 1990 and 2003, and repairs were becoming more frequent and expensive.

Staff from MDOT met with the village several times through the 1990s. A hearing in November 2000 seemed to mark a turning point in the process, with 110 people submitting comments on what a new bridge should look like and where it should be located. With only 1,769 residents in the village, and 7,800 people in all of Ontonagon County, input represented a significant portion of the area's population. This project was viewed by the residents not only as a new river crossing, but as an opportunity for economic stimulation and a new direction for the community.

Of those who indicated a preference for a location, over 80 percent wanted the new bridge located upstream of the existing railroad bridge. The area's major employer, Smurfit-Stone Container Corp., also requested that the location be moved upstream. The ship that delivers coal to the mill needed to unload from the front of the ship rather than the back because of the swing bridge and configuration of the dock facility, which was expensive for the company.

This upstream site, supported by the village of Ontonagon, also helped address another concern: moving state trunkline traffic away from the local elementary school. The majority of motorists wanted the trunkline away from the school and downtown area.

Downtown merchants were split in their location preference for the new bridge. The primary complaint from some of the business owners was that relocating the trunkline out of downtown would have a negative

Continues on pg. 63



Member Spotlight

Premarc Corporation

80 YEARS STRONG



Premarc Corporation is Michigan's largest precast concrete manufacturer – the 66th largest precast concrete producer in the United States of America. The company manufactures up to 400,000 tons of concrete per year from four locations throughout Michigan and can produce the largest dry cast concrete pipe in the state. Premarc employs 320, and has a fleet of 50 trucks.

The success of Premarc is a story of steady growth and change through a succession of family heirs dating to the Roaring Twenties.

The history of the company began in 1927 when the Genesee County Road Commission had a need for enclosed drains. Max Marsh thought he could accommodate that need by fabricating precast concrete pipe. He established Marsh Tile and Vault Company, which was a small pipe manufacturing and burial vault plant in the Village of Vernon in Shiawassee County. The pipe plant was capable of producing 12 pipe per day with 12-inch to 18-inch diameters and in 3-foot lengths. Marsh produced the pipe as an offset bell pipe with a butt joint spigot by utilizing wet cast technology. In addition to pipe and burial vaults, Max began producing cemetery monuments in 1935 and moved the company to its current location in Durand.

Tragedy struck the family in 1942 when Max Marsh died from injuries suffered in an automobile crash. His two sons, Richard and

Fred, carried on the business that had become firmly established through the work of their father. The company suffered a temporary setback during World War II when pipe production was suspended in 1943, and the family business focused on producing burial vaults and cemetery monuments under the name Marsh Monument Co.

After the war, the U.S. entered a period of unprecedented economic growth fuelled by its industrial sector and growth of cities. The population of the nation exploded. In 1950, pent up demand for infrastructure improvements triggered the need for sewer gravity pipe, and Marsh Monument Co. re-entered the concrete pipe market. At that time, Richard's sons, Gary and Jack, were involved in the business, as well as Fred's son, Dan. Pipe was produced using a tamping machine, which produced 100 pipe per day.

Business was good, and by 1956 Marsh Monument expanded to incorporate the latest technology of the time by purchasing the first of three Packerhead machines to replace the traditional tamping process that had characterized the company's pipe making. These machines were capable of utilizing

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dry cast technology, which enabled Marsh Products to strip the pipe from the mold during manufacturing which doubled production time and increased the overall quality of the pipe. The second machine was purchased in 1963 and located in a 300-foot x 80-foot addition with a moving floor system. The company was automating its production process and moving away from the labor-intensive production process that had served the company well. In 1969, the third Packerhead was added to the plant addition. Two years before, in 1967, Marsh extended its investment in the construction industry by purchasing a ready-mixed concrete business.

America's economy continued to expand through the sixties, and by the early seventies Marsh was again planning its future through partnerships and acquisitions. In 1971, the Marsh family partnered with Ted Colegrove, to establish Precision Pipe in Clarkston, Mich. to build a market for its products in the Detroit area. The facility was designed to produce large diameter wet cast pipe.

Marsh remained in expansion mode, and by 1977 the company expanded its Durand facility to replace rolling cage technology with an automated wire cage machine. This

Continues on pg. 44

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Member News

Pamar Enterprises, Inc.

Long-time MITA member Colette Russell, treasurer, Pamar Enterprises, Inc., has been named as part of the Transportation Committee for the Oakland County Business Roundtable. The Business Roundtable is a volunteer advisory group made up of representatives from business, government and education. In 1993, Oakland County Executive L. Brooks Patterson created the Oakland County Business Roundtable to make recommendations and create programs that would enhance Oakland County's business climate and quality of life.

G2 Consulting Group www.g2consultinggroup.com

G2 (www.g2consultinggroup.com) is a full-service engineering firm providing geotechnical, environmental and construction engineering services to Fortune 500 companies, major utilities, property owners, government agencies and leading architectural, engineering and construction firms across the United States. Based in Troy, G2 also has offices in Brighton, Mich., and suburban Chicago, Ill.

NEW JOBS

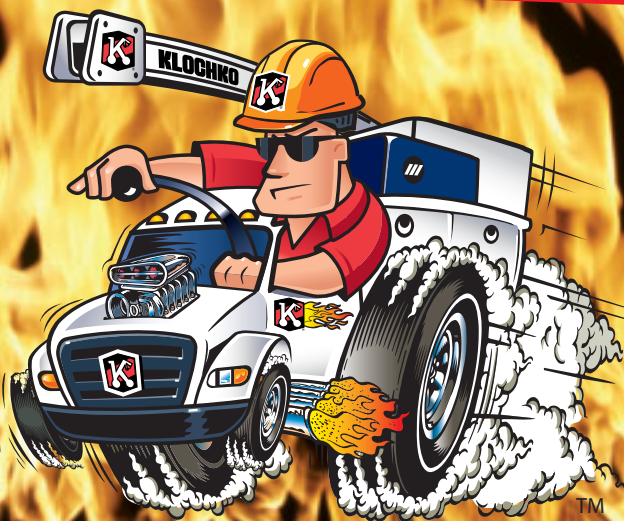
G2 has been retained as the geotechnical engineer for a major sanitary sewer extension project in Genesee County, Mich.

The Northeast Extension Sewer Project No. 3C involves installation of approximately 10,500 lineal feet of new 54-inch diameter gravity sewer lines to improve the hydraulics of the current system. The new sewer lines will stretch from near the intersection of Potter and Genesee roads to the intersection of Vassar and Davison roads. Part of the sewer will be installed using "open cut" excavation – basically in a deep trench dug from the surface, says Mark Smolinski, G2 founding principal. The rest will be installed in underground tunnels.

G2 will provide geotechnical design services for tunnel liners and for tunnel shafts used to launch and retrieve tunnel digging and sewer installation equipment. G2 will also conduct excavation stability evaluations, groundwater evaluation services and

Continues on pg. 39

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Member News

Continued from pg. 36

geotechnical instrumentation to monitor earth movements during the construction process.

D'Alessandro Contracting Group of Detroit is the project's general contractor and selected G2 as the geotechnical engineer.

CERTIFICATIONS

Eight engineering technicians and staff engineers in the construction engineering services group at G2 recently earned certification or recertification in Density Technology and Bituminous Paving Operations from the Michigan Department of Transportation (MDOT) through Ferris State University. The list is as follows: Tim Dumala of Macomb Township, Mich.; Mike Evans, EIT, of Clinton Township, Mich.; Ryan Hargrave-Thomas of Sarasota, Fla.; Andrew Harris of Macomb Township, Mich.; Ian Miller of Royal Oak, Mich.; Ken Nowak of Howell, Mich.; Casey O'Brien of Redford, Mich.; and Mike Ricketts of Milan, Mich.

Evans and O'Brien also successfully completed courses for Michigan Certified Aggregate Technician and Certified Bituminous Laboratory Technician-Level I training through Ferris State.

NTH Consultants, Ltd. www.nthconsultants.com

Headquartered in Detroit, Mich., NTH is backed by an extensive corporate-wide staff of 250 employees. NTH delivers innovative design and technical quality for municipal, educational, commercial and industrial clients in eight offices throughout Michigan, Ohio, Pennsylvania and Indiana.

NTH Consultants, Ltd. (NTH) recently announced that it will diversify to provide engineering services to the natural gas utility industry. The announcement came shortly after NTH successfully established offices in Indianapolis, Indiana and Lehigh Valley, Penn. "Moving into the natural gas industry is an extension of the infrastructure engineering services NTH already provides to its clients in public and private sectors," says Keith M. Swaffar, P.E., president and CEO of NTH Consultants, Ltd.

Although NTH is new to the natural gas industry, Lead and Vice President Charles Brown, P.E., has been serving utility clients for the last 15 plus years. Under his leadership, Brown's team mapped,

Continues on pg. 46

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ACTION NEEDED**

MITA WORKS TO INCREASE FUNDING

**CRITICAL
BRIDGES**

MORE FUNDING NEEDED

See
story
below...



MITA Infrastructure Funding News

Michigan Infrastructure & Transportation Association

www.drivemi.org

Summer 2007

Infrastructure Funding Intensity Builds

MITA, in conjunction with other members of the Michigan Transportation Team (MTT), has been working non-stop for the past year and a half to increase state infrastructure funding. This effort will have obvious spin-off benefits for the entire industry, not to mention the public, which relies on safe bridges and roads and underground/utility infrastructure everyday.

Since the tragedy in Minnesota, and even before the bridge collapsed, MITA began ratcheting up public pressure on legislators to deal with the problems of transportation funding in Michigan. The "bridge" has collapsed on transportation funding for sometime in Michigan, and it is now time for legislative leaders and the governor to exhibit leadership and address the issue with a solution.

Earlier this year MITA and the MTT helped introduce legislation (House Bills 4575-4577) which offer solutions to the funding crisis. This page highlights the most recent legislative efforts as of press time.

For up to the minute information, visit www.drivemi.org or contact Mike Nystrom, MITA's vice president of government and public relations (mikenystrom@mi-ita.com, 517-347-8336).

Wake-Up Call: MITA and Other Groups Call for Immediate Legislative Action

Based on recent events in Minnesota, MITA coordinated a press conference at the state Capitol Aug. 8 that was well attended by the media. The press conference focused on Michigan's aging infrastructure and the need for legislators to approve a funding solution. Other participants in the press conference included the County Road Association of Michigan, the Michigan Municipal League and the Michigan Chamber of Commerce.

This press conference and other media interviews of Mike Nystrom, MITA's vice president of government and public relations, and Keith Ledbetter, director of legislative affairs, are extremely effective in shaping public opinion and motivating the state legislature to act this year on a transportation funding solution.

Here are links to the MITA press conference stories and other recent stories and editorials that mention MITA's efforts. You can also read these and other transportation fund-

Lobbyists, Lawmakers Battle Over Bridge Funding

Channel 10 Television

Wednesday, August 8, 2007

<http://www.wtlx.com/news/headlines/9041227.html>

Better Michigan Bridges May Cost You

WLNS TV

Wednesday, August 8, 2007

<http://www.wlns.com/global/story.asp?s=6905287&ClientType=Printable>

Hike in Gas Tax Urged to Fix Michigan Bridges, Roads

The Detroit News

Wednesday, August 8, 2007

<http://www.detroitnews.com/apps/pbcs.dll/article?AID=/2007/08/08/UPD/ATE/708080436>

Bridges: Michigan's Choice -- Invest More Via Taxes or Just Sit

Lansing State Journal

Tuesday, August 7, 2007

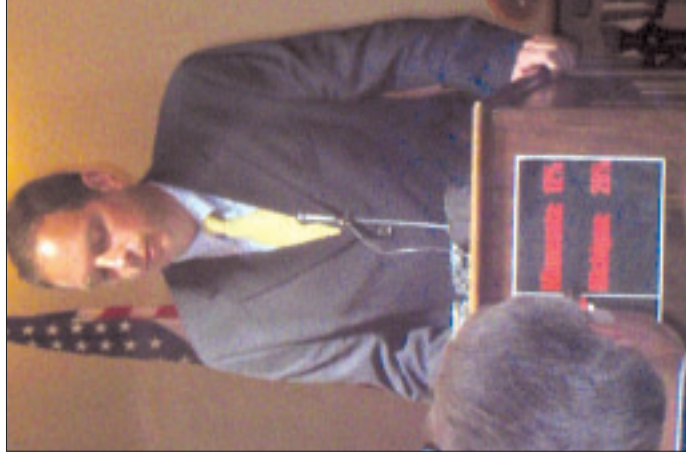
<http://www.lsj.com/apps/pbcs.dll/article?AID=/2007/08/07/OPINION/708070314/1085/opinion>

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Bridge Disaster Points to Our Infrastructure

Port Huron Times Herald

Monday, August 6, 2007



Mike Nystrom, MITA vice president of gov-

517-347-6336

ing stories by visiting www.drivemi.org.

Monday, August 6, 2007

ernment and public relations, was among speakers at a press conference Aug. 8 which focused on the implications of the Minnesota bridge collapse on our state's own critical bridges and roads, which are in dire need of state funding.

Collapse Underscores Abysmal State of Bridges
Kalamazoo Gazette • Friday, August 3, 2007
<http://www.mlive.com/news/kalamazoo/index.ssf?base/columns-3/118615289834270.xml&coll=7>

Minn. Bridge Collapse Should Fuel State Gas Tax Hike, Backers Say
The Detroit News • August 9, 2007
<http://www.detroitnews.com/apps/pbcs.dll?article?AID=/20070809/POLITICS/7080903671022>



continued on page 74



What Can You Do? Help Spread the Word

- 1 While MITA and MTT does the “heavy lifting” on the state funding initiative, you can support our efforts by contacting your legislator and saying that you support House Bills 4575-4577. Find your Michigan State Representative: house.michigan.gov/find_a_rep.asp. Find your Michigan State Senator: senate.michigan.gov/SenatorInfo/find-your-senator.htm. The public can also help by writing letters to the editor. Sample letters to the editor are available at <http://www.drivemi.org/media.php>.
- 2 As MITA and other members of MTT push for more state funding, they are drawing on a wealth of reports, media coverage, flyers, and other materials that justify our efforts. You can access this information, including the flyers shown on the left, by visiting www.drivemi.org. Feel free to distribute this information.

More Funding Needed for Roads and Bridges

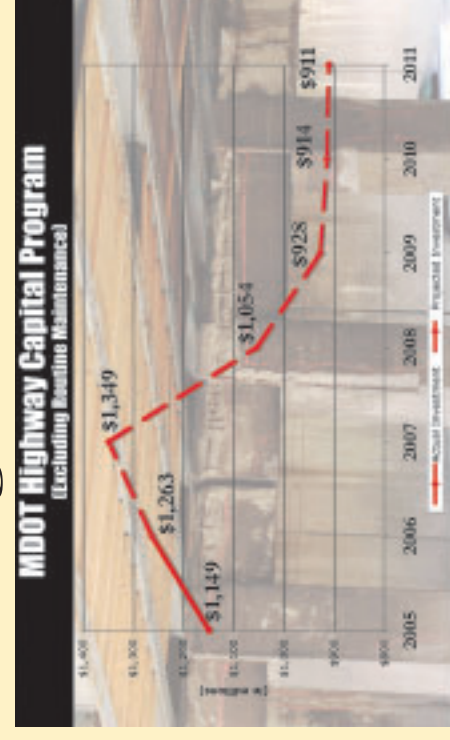
While elected leaders and other honored guests gathered in Mackinaw City recently to celebrate the 50th birthday of Michigan's greatest bridge, the tell-tale signs of aging and neglect have left many of the state's lesser known spans in dire straits.

On July 25, 2007, the Michigan Infrastructure & Transportation Association (MITA) released MDOT's list of over 200 serious or critical bridges. Earlier this year, The Road Information Program (TRIP) out of Washington reported that Michigan ranks among the top 10 nationally for unsafe bridges. The TRIP report estimated that 28 percent of Michigan's bridges are either structurally deficient or functionally obsolete. This directly impacts safety and mobility due to weight restrictions, narrow lanes and other correctable factors.

“We all recognize the Mackinac Bridge as one of the world's great engineering marvels and as a well-recognized icon of our state,” said Mike Nystrom, vice-president of government and public relations for MITA and co-chair of Michigan's Transportation Team. “Unfortunately, crumbling bridges and deteriorated roads are fast becoming another far less flattering symbol of our state.” Nystrom said that the Michigan Department of Transportation is spending state road and bridge money as efficiently as possible and is a national leader in utilizing the latest technologies. However, the fact remains that many of the state's bridges have been in existence for 50 years or longer, and we do not have the money necessary to repair or replace them.

Nystrom urged elected leaders to use the occasion to

continued on page 75



MDOT's budget is projected to decline, in addition to falling budgets at the local level.

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A meeting with Congressman Peter Hoekstra.



In foreground from left to right: Mike Nystrom of MITA and Congressman Joe Knollenberg.



From left to right: Andy O'Connor and MITA Board President Brian Slagter of Slagter Construction, Keith Ledbetter of MITA, Congressman Dave Camp and Bob Patzer of MITA.



From left to right: Mike Nystrom, Rich Lehman, Edw. C. Levy Co.; meeting with Congressman Carl Levin.



From left to right: Brian Slagter and Congressman Vernon Ehlers.

mita

Washington Fly-In 2007

MITA staff, MITA members and other industry groups visited Michigan's congressional delegation in Washington this May.

Key issues addressed in meetings with legislators included addressing the water infrastructure crisis, water infrastructure, overturning the 3% contractor withholding, and avoiding/averting the transportation funding shortfall.

The following individuals attended the MITA Fly-In:

Bob Patzer, *MITA Executive Vice President*

Mike Nystrom, *MITA Vice President of Government Affairs*

Keith Ledbetter, *MITA Director of Legislative Affairs*

Rich Lehman, *Edw. C. Levy*

Rich Studley, *Michigan Chamber of Commerce*

Jim Ryan, *Public Affairs Associates*

Daniel J. Smith, *Detroit Regional Chamber of Commerce*

Bradley Comment, *Michigan Association of Counties*

Gerry VandeVusse, *AIS Construction Equipment Corp.*

Brian Slagter, *Slagter Construction*

Andy O'Connor, *Slagter Construction*

Keith Rose, *Rieth-Riley Construction Co., Inc.*

Aram Kalousdian, *Michigan Contractor & Builder*

Scott Bazinet, *Lowe Construction*

Ed Noyola, *County Road Association of Michigan*

Doug Rigoni, *Bacco Construction*

Dennis Gillow, *Operating Engineers Local 324*

Collette Russell, *Pamar Enterprises*

Dick Reynolds, *MI Regional Council of Carpenters*

Mike Jackson, *MI Regional Council of Carpenters*

Ryan O'Donnell, *Anlaan Corporation*

Nick Baker, *Anlaan Corporation*

John Midgley, *Ingham County Road Commission*

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Member Spotlight

Premarc Corporation

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allowed for increased quality control in the placement of steel within the concrete pipe. Through '78 and '79 the company experienced tremendous demand for products, while the company underwent a name change to Marsh Products and ownership changed hands to Dan and Jack Marsh as the decade closed and the economy entered a period of recession.

At the beginning of the '80s, the Marsh family was selling reinforced concrete pipe from its facilities in Durand and Clarkson. The Durand facility was producing small diameter pipe in sizes ranging from 12 to 36 inches in diameter, while the Precision Pipe facility in Clarkson, managed by partner Ted Colegrove, produced 42 to 144-inch diameter pipe. Dan and Jack risked the entire company in 1982 with the largest investment the company ever made. They purchased the latest prototype machine called the Mastermatic, which made the Durand plant the most automated concrete pipe plant in the world. With the economy slowing to a crawl, most people in the industry thought that the family had met its demise and anxiously waited for the decades-old family business to fail.

Failure was not to be, as the family had witnessed many economic changes and knew that the time was opportune to

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2008 MITA DIRECTORY: What You Need to Know About the Updating Process

The time to submit your company's free listing and paid advertisement(s) for the 2008 MITA Membership Directory & Buyer's Guide is nearly here. Big improvements were implemented last year with the updating process going online. With submission time quickly approaching, here are the highlighted changes and what can be expected when reviewing your listing.

Here is what's different:

1. The directory publication date has changed and is no longer December 31, 2007. The new publication date assigned to the 2008 MITA Directory is April 1, 2008.
2. The final deadline for all member submissions and advertising has moved. All changes to company contact information and ad materials must be submitted by December 14, 2007. You will receive e-mails very soon with details on member submissions and paid advertising.

Here is what is to be expected:

As implemented last year, the updating process for free listings has gone electronic!

1. Members recently received a how-to-bulletin outlining how to sign up for a personalized username and password. Both are required to access and modify any company listing. If you al-

ready have a personal username and password, you can skip this step.

Helpful tip: If your company has multiple listings, we recommend designating one staff member to oversee the updating process for your company's listings. This ensures consistency and accuracy of your published information.

2. Watch your e-mail for a step-by-step instructional guide on the process of updating your company's listing on-line. As was done last year, MITA members will be asked to visit www.mi-ita.com to review and update their current listing(s). This guide will serve as an extra reference tool for those not already familiar with the process and/or MITA's website.

We believe that you will find the new process of updating your company's published contact information quick and convenient. If you have any questions regarding your company's listing, please feel free to contact MITA's Membership Services Coordinator, Tiya Kunaiyi, by e-mail at tiyakunaiyi@mi-ita.com or by phone at (517) 347-8336. For information about paid advertising, contact MITA's Director of Communications, Nancy Brown, at nancybrown@mi-ita.com or by phone at the number listed above.



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Member News

Continued from pg. 36



Charles Brown, P.E.,

designed and permitted over 1000 miles of cast iron natural gas main replacement. Additionally, the group provided design work related to compressor, meter, gate and pressure regulating stations.

"The need to upgrade natural gas facilities in the United States has increased due to the deterioration of cast iron pipe installed between the 1850's and 1960's," said Brown, when asked about his background in the gas industry and his new role at NTH.

"We expect there will be a demand for these engineering services in the coming years."

Rain for Rent www.rainforrent.com

For more information on Rain for Rent's products and services, call nationwide, 800-742-7246.

PRODUCTS

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Continued from pg. 36

dynamic head and can be designed to simultaneously run two slave pumps. Features include solids handling up to 4-1/2", run dry capacity and quiet electric motor.

Wade Trim **www.wadetrim.com**

Wade Trim has over 450 professional and support staff in 18 offices throughout Michigan and six additional states. They provide engineering, surveying, planning, operations, landscape architecture and construction services for transportation, water resources, land development and municipal government projects.

PROFESSIONAL ENGINEER LICENSES

William Fisher, P.E., Kristen B. Podnar, P.E., and Scott LaSalle, P.E., earned their Professional Engineer Licenses. Professional Engineers are required to pass two exams, earn a bachelor's degree in engineering and complete four years of engineering work experience.



William Fisher, P.E.,

Fisher is a member of the firm's Municipal Services Group. With over 10 years of experience, his expertise includes utility resolution and design of water systems, sanitary sewer systems and storm sewer systems. Fisher is responsible for the plan review and construction administration of residential, commercial and industrial projects for the Charter Township of Brownstown. He

earned his bachelor of science degree in civil engineering from Wayne State University in 2002. Fisher joined Wade Trim in 1994.



Kristen B. Podnar, P.E.,

Podnar is a member of the firm's Transportation Group and has five years of experience working on transportation projects. She is responsible for the design and preparation of construction plans, project administration, specifications and cost estimates for state and local roadways. Her design expertise includes urban and rural road reconstruction and resurfacing,

roadside barrier design, utility conflict resolution and the development of right-of-way plans. Podnar received her bachelor of science degree in civil engineering from the University of Michigan in 2001 and joined Wade Trim after graduation.



Scott LaSalle, P.E.,

LaSalle is a member of the firm's Municipal Services Group. LaSalle has over five years of experience in water resources, transportation and municipal construction projects. He is responsible for the design and

preparation of construction plans, specifications and cost estimates for state, municipal and county roadway and drainage projects. His design experience includes hydrologic and hydraulic analyses of roadway drainage systems including enclosed storm sewers, culverts, bridges, county drains, and natural waterways. LaSalle earned his bachelor of science degree in civil engineering from Lawrence Technological University in 2002 and is pursuing a master of science degree in civil engineering at the university. He joined Wade Trim in 2005.

Windemuller **www.windemuller.us**

NEW EMPLOYEES:

Josh Valkema – 1st Year Apprentice

Kyle Huhn – Journeyman Electrician

Nick Szotko – Electrical Designer – Szotko joined Windemuller in June 2007 and has brought with him a wealth of knowledge in electrical design. Szotko started his career creating construction documents for structural and mechanical engineers. He then moved on to become a designer for electrical projects that included lighting, lighting controls, emergency lighting and power using AutoCAD, Excel, Visual and Word. Szotko also has a background in LEED projects. He has attended Ferris State University and Grand Rapids Community College with course studies in mechanical Engineering and liberal arts. Windemuller is excited to have Nick Szotko as a part of its team.

Trent Calvin – 2nd Year Apprentice

Scott Zuverink – Zuverink has joined the Windemuller team as an electrical account Manager. Previous to Zuverink's employment with Windemuller, his experience includes being chief estimator, project manager and foreman. He holds his electrical journeyman license and is skilled in estimation and quotation, AutoCAD 2002, 2004 and 2006. Zuverink is also a member of the American Society of Professional Estimators.

Ben DeMott – DeMott has also joined Windemuller as an information technologies system engineer. His experience includes risk analysis, diagnosing and repairing windows 98, 2000, XP, operating systems and client software issues. He is also proficient in Word, Excel, PowerPoint, Outlook, Access, Windows domain, IBM based laptops/desktop hardware, Adobe Photoshop, Studio Max, ACT!, Dreamweaver, Flash and Director.



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Summer Conference Sponsors

MITA's 2007 Summer Conference was made possible thanks to the generous donations from the following sponsors. Over 300 attendees participated in the conference, which was held in July at Crystal Mountain. The conference included plenty of family fun -- golf, swimming, children's activities, fireworks and a river canoe/kayak/tube trip.

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Road Funding:

Under-Funded Roads Cost Michigan Motorists

Continued from pg. 36

consumption and tire wear. The report also found that traffic congestion in Michigan costs licensed drivers \$2.3 billion annual in delays and wasted fuel. Traffic accidents and fatalities in which roadway design was an important factor cost Michigan motorists approximately \$2.1 billion annually, including medical costs, lost economic and household productivity, property damage and travel delays.

"The high costs associated with Michigan's inadequate roads and bridges are a sign of an aging and overburdened roadway system that needs to be adequately maintained, repaired and funded," said Wilkins. The complete report can be downloaded from www.tripnet.org.



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FINANCIAL MATTERS

Life Insurance: Is Your Policy Imploding?

Article Submitted by MITA Associate Member Judy Brosky, CLU, ChFC

Did you buy life insurance in the last 10-20 years? If so, then you may be in for an unpleasant surprise: your policy may be about to implode. Years of low interest rates have undermined millions of cash-value life insurance policies sold when rates were at historic highs. Insurers designed these policies around the promise that healthy earnings could reduce or eventually eliminate the premiums policyholders had to pay.

As interest rates fell, insurance company investment returns couldn't keep up with the policy's projected returns of 6-12 percent, which kept the premiums low. Insurers lowered the interest rates they paid on your cash-value. It was up to you to notice how low. Many returns now hover at or near the minimum guaranteed rate of 3-4 percent.

The Result

Policies are not performing as expected. Lower than illustrated policy returns are forcing large premium increases. Some policyholders receive notices of double, triple or quadruple premiums needed to keep the policy in force. Others don't even realize their policies are on the verge of lapsing.

What to Look For

If you own a universal life policy, find your annual statement. If you have the original illustration that your agent provided, compare the current cash value on your statement to what the illustration said it should be at this time. Compare the interest-crediting rate on the illustration with the interest-crediting rate listed on your statement. If your cash value isn't keeping up with the projection and your interest rate is lower, your policy may be headed for trouble.

Whether you've gotten a notice, unearthed signs of trouble from your annual statement, have loans on your policy cash-value, or just don't have a clue, your first stop should be the agent who sold you the policy. Ask for a set of "in-force illustrations" that recalculate the policy's potential future performance.

What You Need to Ask

Do I still need life insurance?

If yes...

- How long will the policy last if I keep paying the current premium?
- How much more would I have to pay annually for the policy to last to a year/age that I specify?
- If additional premium is needed, can I lower the death benefit to avoid paying more premium?
- If healthy, could I get a more competitive and efficient policy using my existing cash-value?

If no...

- Would I rather have cash now, and what is my policy worth in a life settlement?

Policy Owner as Fiduciary

Whether you are the insured with a single policy, or a business with multiple policies you need to determine how your policies are performing. However, if you are the policy owner your need to know heightens. You and related parties may be at risk. As you are aware, fiduciaries have a risk of being held personally liable if they are not overseeing the policy as the financial asset it is, in the wake of Sarbanes-Oxley in 2004 and The Uniform Prudent Investor Act in 1994.

Judy Brosky, CLU, ChFC lives in Michigan and has been an associate member of MITA for many years. She is an independent insurance and investment professional in business for 25 years. Please contact her by email at jbrosky@ghfinancialgroup.com or by phone at 248-770-6899.

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ACEC of Michigan is celebrating 50 years as the association representing the business interests of professional engineering, surveying, architectural and related scientific firms who provide professional knowledge to the built environment and strive to protect the health and safety of the public. ACEC of Michigan is part of the American Council of Engineering Companies in Washington D.C., which is comprised of more than 5,500 firms nationwide that employ more than 300,000 engineers, architects, land surveyors, scientists, and other specialists responsible for more than \$100 billion of private and public works annually.

ACEC Elects New President and Board of Directors

The American Council of Engineering Companies of Michigan (ACEC/M) is pleased to announce the appointment of Thomas C. Long, P.E., of Rowe Incorporated, Flint, as the 2007/2008 President. Long currently serves as Principal/Vice-President and the Transportation Division Manager for Rowe Incorporated, which has provided civil engineering, surveying, landscape architecture, aerial photogrammetric mapping and planning to their clients throughout Michigan for over 40 years. Corporate headquarters are located in Flint, with offices in Lapeer, Mt. Pleasant and Grayling.

Officers appointed to the ACEC/M Board of Directors are:

President-Elect:

Roger Johr, P.E., of Williams & Works, Grand Rapids

Treasurer:

Paul Wade, P.E., of Spalding DeDecker Associates, Detroit

National Director:

Mark Smolinski, P.E., of G2 Consulting Group, Troy

Past-President:

James Escamilla, P.E., of Byce & Associates, Kalamazoo

Other individuals elected to the 2007/2008 ACEC Board of Directors include:

Kirk Branson, P.E., Parsons Brinckerhoff MI, Lansing

Rebecca Smits, P.E., Inland Seas Engineering, Inc., Traverse City

Keith Swaffar, P.E., NTH Consultants, LTD., Detroit

Ruben Ramos, P.E., Testing Engineers & Consultants, Detroit

James Susan, P.E., Fishbeck, Thompson, Carr & Huber,
Grand Rapids

Andrew McCune, P.E., Wade Trim, Taylor

Larry Fleis, P.E., Fleis & Vandenbrink Engineering, Inc.,
Grand Rapids

John Friel, P.E., HNTB Michigan, Inc., Detroit

Walter Alix, P.E., Hubbell, Roth & Clark, Pontiac

Clif Seiber, P.E., Atwell-Hicks, Brighton

Upcoming Events

The following are events or training that ACEC of MI has scheduled

for the coming months. The links below will provide the corresponding registration information. Click on the ACEC calendar for monthly info.

ACEC of MI website:

<http://www.acec-mi.org/default.asp?id=3>

For training opportunities:

<http://www.acec-mi.org/Template1.asp?id=143>

Scholarship Golf Outing:

September 7, 2007 at Timber Ridge Golf Course – East Lansing

CEO Roundtables:

September 11, 2007 in Southfield (Harley Ellis Devereaux office)

September 13, 2007 in Grand Rapids (Fleis & VandenBrink office)

PSMJ Project Managers Bootcamp:

October 18 – 19, 2007 in Lansing at the Holiday Inn West

NHI Bridge Inspection Course:

October 22 – November 2, 2007 in Lansing at MDOT C & T

Context Sensitive Solutions:

October 9, 2007 in Grand Rapids (URS Corp.)

October 10, 2007 in Lansing (MDOT)

October 11, 2007 in Livonia (Orchard, Hiltz & McCliment)



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Design and Construction Practices Limit Development Impacts of Sewer Improvements

By Steve D'Alecy, P.E., and David Nummer, P.E.

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Balancing flows between available capacity in three separate regional sewer systems will be easier for Van Buren Township once a new force main, pump station and equalization basin are operational. Tributary to the North Huron Valley/Rouge Valley (NHV/RV) System, the Downriver System, and the South Huron Valley Utility Authority (SHVUA) System, the Township will be able to divert flows from any of these systems to the basin for temporary storage. The \$8.8 million project will enable the Township to better manage sewage flows during wet weather and protect downstream areas from potential overflows.

Green design and smart construction practices are helping to limit the visible impacts of these sewer system improvements. Challenges have included routing the force main through environmentally-sensitive areas, mitigating wetlands and threatened species and blending the basin facility with a nearby Metropark.

Wade Trim engineers completed the project concept and design with input from the Michigan Department of Environmental Quality (MDEQ), Wayne County (owner of the Downriver System) and the SHVUA. The project design exceeds MDEQ's requirements for environmental protection of the waters of the state. Funding was provided through a low-interest State Revolving Fund (SRF) program loan. The SRF program includes a strict milestone schedule that must be adhered to in order to receive funding. After Wade Trim completed the basin design, a permit to construct the basin was issued by the MDEQ in compliance with SRF project milestones.

The project is being constructed under two separate contracts. Six-S, Inc., is leading Contract 1 that includes a 3,000 gpm pump station and three miles of 16-inch force main. Contract 1 is expected to be substantially complete in October 2007. The 1.3 million gallon equalization basin is being built by Walbridge Aldinger under Contract 2 and is expected to be substantially complete in April 2008. Wade Trim is providing construction engineering services for both contracts.

Urban and Environmental Challenges Addressed During Force Main Connection

Routed along Haggerty Road through urban and environmentally-sensitive areas, the force main will connect the NHV/RV System to the Downriver System. Construction methods include approximately 13,000 feet of open-cut, 1,400 feet directional drilling, and 600 feet of in-casing pipe. Open-cut methods have been supplemented with directional drilling and jack and bore at key crossings. High Density Polyethylene (HDPE) pipe is being used with directional drilling since it is the only type of pipe suitable for this construction method. The force main is being constructed at a relatively shallow depth with only six feet of cover. Coordination has been critical between the three pipe crews working and Norfolk Southern railroad, the Michigan Department of Transportation (MDOT), Wayne County, MDEQ and Michcon.

Continues on pg. 53

The precast wet well installed for the pump station will house three pumps capable of providing a capacity of 3,000 gpm.

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A portion of the force main installation required advance construction planning to accommodate existing utilities, like this water main.

The force main route began with a challenge at the connection point into the NHV/RV System on Ecorse Road. This developed area is congested with numerous utilities including 36-inch gas main, three other gas mains, two water mains, one sanitary sewer and a telephone fiber optic line. Careful review of existing drawings from a previous project as part of advance construction planning enabled construction through this area without any problems.

The route follows Haggerty Road for two miles, crosses under I-94, then crosses under railroad tracks and Belleville Lake for the final mile before discharging into the Downriver Interceptor. Directional drilling was used for the freeway and lake crossings. The railroad tracks were crossed with casing pipe. Permits were obtained from the Wayne County Road Commission as well as MDOT. Six-S and Wade Trim worked closely together to ensure that there was proper cover above the directionally drilled 18-inch HDPE. For about half the length of Haggerty, the force main was placed underneath the drainage ditch. As part of the restoration work, the drain was regraded, improving its operation and eliminating a previous flooding problem along the road during heavy rain.

The force main has air release valves along its length at the high points to control pressure. Three automatic diversion structures were added to the interceptors to divert flows as they are near contract capacity. The NHV/RV structure will divert flow to the new upstream pump station. The South Huron Valley structure will divert flows to the Downriver Interceptor. The Downriver structure diverts flows into the equalization basin. The equalization basin can discharge into the Downriver or South Huron Valley system, depending on their available capacity.

Environmentally-Friendly Basin Adds Value to Landscape

The equalization basin is sited in the same location as a former



wastewater treatment plant, adjacent to the environmentally-sensitive Lower Huron Metropark. With the Downriver Interceptor already passing through the site and the SHVUA Interceptor a mere 400 feet away, it was the ideal place to connect into two of the sewer systems. However, mitigation efforts were required for the area's wetland and threatened species. Wetland remediation included planting native species for re-establishment of wetlands plants. The Goldenseal wildflower and the Indiana Bat were both found on the basin site. A portion of the site, where the bat nests in exfoliating bark, had to be left undisturbed. The Goldenseal area was not in the active construction site, but protective fencing was used to separate the area.

Tight site constraints have limited work to about half the area with minimal room for materials storage. To maximize the excavated material stored on site, an agreement was made with an adjacent private property owner to store materials on a nearby field during construction. This eliminated load limit issues for trucking and saved costs and time that would have

Continues on pg. 74

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BUILDING SYSTEMS

In addition, the administration and Congress of 2009 will need to demonstrate a willingness to invest in the American economy and infrastructure. The Critical Corridors of Commerce Program will give them a way to do just that. Yes, there will be new taxes, but they will also be advancing a new program with a focus on commercial transportation infrastructure essential to a 21st Century economy. Republicans will be interested in looking progressive on the economy, Democrats, in looking progressive on jobs.

One of the points ARTBA used to get the attention of various government and press gatherings they addressed this spring was drawing comparisons between the status-quo highway program of the U.S. and the programs of other trading powers. Even "Old Europe" (the European Union) is outpacing us with a plan to expand its road network by nearly

3,000 miles and its rail network by 7,750 miles by 2020.

China is even more dramatic. They are spending about 2.5% of GDP on highways (the U.S. spends 0.65%). They built 10,000 miles of expressway between 1989 and 2001, and another 15,000 miles more by 2005. Their goal is 52,000 miles by 2020.

As always, it will take grass roots support to keep the industry's agenda on elected officials' short list of priority issues. We encourage you to learn more about the 3-C Program at www.artba.org and discuss the concept with the leadership of the industry groups you support. We also encourage you to get involved in the political process this summer, exposing your congressional representatives, your employees, and your co-workers to the vision of an efficient, competitive, and robust American economy for the 21st Century.

Vice President of Government & Public Relations Comment

Continued from pg. 22

for the industry, such as a grandfather clause for contracts already in place, and then there were others that could have had a significantly negative impact. One example, an aggregate and mining tax, could have had a very detrimental effect on the overall industry and thus was opposed by MITA. Ultimately these issues will be items that may be considered in follow-up legislation, and thus we will have to be diligent in our review of any "trailer bills" that are considered in the months ahead.

Although there were many closed-door workgroup meetings and behind the scenes negotiations, MITA staff made sure that the issues that were important to your business were being considered by those decision makers who were in the room. MITA worked with other industry groups, such as: Associated General Contractors (AGC), to regularly break through the cloak of secrecy, which regularly surrounds an issue such as the MBT, to make sure that our issues were heard and understood by not only those in the work group, but also other legislative leaders and their staffers.

This legislation could have resulted in an increase to certain construction companies of as much as 500 percent, which could have ultimately put many contractors in Michigan out of business. Specifically, MITA made sure that all contractors were included in the sub-contractor category by demanding that SIC codes 16 and 17 be added. This could have been an easy item to overlook since it was just one sentence in what was a 161-page final law. MITA also pointed out that the sub-contractor deduction, which several legislators had called the "contractor fix," did not include materials; and, thus was not a full sub-contractor deduction.

MITA staff, along with PAA and other industry representatives, including literally hundreds of emails and phone calls from MITA members to their legislators, helped to turn the tide on this regressive tax effort.

I want to take just a moment to once again thank the numerous MITA PAC supporters as well as the group of MITA members who took the time to review the various drafts of legislation and also those who contacted their legislators to

let them know what a negative impact this legislation could have had. I would also like to thank the various construction related associations and lobbyists who helped to make these changes possible. And finally a big "thanks" goes out to those legislative leaders and staffers who recognized the value that the construction industry offers to the economic engine here in Michigan; and, thus helped to make the changes necessary in this new Michigan Business Tax.

If you haven't contributed to the MITA PAC, please consider this effort a primary reason why it is important to be involved. This will not be the last effort that protects or promotes the construction industry. We will be rolling up our sleeves and strapping on our boots in the very near future to once again push for increased transportation funding for our state, which will have another major impact on the heavy construction industry here in Michigan. Please consider making a personal contribution to the MITA PAC as your way of making that happen.

For any comments or questions, please contact Mike Nystrom either by e-mail at mikenystrom@mi-ita.com or call the MITA office at 517-347-8336.

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Vice President of Membership Services Comment

Continued from pg. 23

This year's summer conference was a tremendous success on many levels. Often events are measured by attendance alone. I consider this a mistake. I like to look at the mix or types of attendees with regard to underground, road or bridge builders, and all the other heavy construction disciplines MITA represents. To that end the summer conference was the best mix of any meeting or event to date. Everyone - as evidenced in the picture here and others on page 48 - had a good time.

Looking forward one of the biggest event changes will occur at next year's Annual Conference & Presidential Ball. That's right - these two functions have been combined because it makes sense. The spring ball was tied to the changing of the guard with regard to the former AUC. However, at the annual conference we say good-bye to our current President and welcome our new one. We will hold the ball for the outgoing President on the last night of the conference to close the event. The event will be set-up in a manner that you can attend the conference, ball or both. I've been working on some entertainment surprises that should help take the ball to the next level. I encourage all members and



Pete Schodeller, Schodeller Construction, Inc., and his family enjoying MITA's 2007 Summer Conference.

their spouses to attend the full event. I feel it will be inspirational and educational and a great opportunity to build on industry relationships.

Moving forward: March 11 - 15, 2008 is Conexpo in Las Vegas. MITA has a link on our website; and, for those interested in attending, check out the MITA website for on line registration. Due to Conexpo, MITA will not be hosting an annual Management Conference. However, in 2009, get your passport ready. It appears that the destination of choice may be a return to a group favorite: Cabo San Lucas, Mexico. Stay tuned for more details.

In closing, as our industry struggles it is now more important that members bond and provide a united front on all the issues that we face. There is safety and clout in numbers and that is ultimately what our association merger was about. I encourage all members to get involved with all of MITA's offerings.

To contact Rob Coppersmith, e-mail him at roboppersmith@mi-ita.com or call the MITA office at 517-347-8336.

Vice President of Engineering Services Comment

Continued from pg. 24

and overall process durations. Prequalified contractors will be provided "read-only" access to the CTD.

Other key features and elements of the new claim procedure are:

Two-Step Process: Formal claim hearings will only be held at the Region and Central Office levels. Removal of the project level/TSC hearing from the formal administrative process is intended to provide maximum opportunity and flexibility outside the formal process for the contractor, delivery engineer, and TSC manager to resolve claims.

Higher Expectations/Accountability: For the contractor there is an expectation that a claim is valid, the documentation submitted is concise and complete, and that there is a commitment to the process step durations and the need to document extensions to those durations.

For the department, process oversight and accountability has been elevated to the region engineer to assure timely consideration and action and a like commitment to the process step durations and the need to document extensions to those durations.

COR Panel Composition: A region engineer will chair the Central Office Review (COR) panel. COR panel assignments will be based on the complexity of the claim with panels composed of region engineers (one-three per panel); Lansing division engineers, region associates, TSC Managers (zero-two per panel); and TSC delivery engineers (zero-one per panel). Only TSC delivery engineers with a minimum of three years construction experience will be assigned to COR panels.

Claim Certification: In submitting a claim package the contractor will certify, on a MDOT provided form, that the claim is made in good faith, the supporting

Continues on pg. 63

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"All that is necessary for evil to triumph is for all good men to stand by and do nothing."

— Sir Edmund Burke

This quote is as relevant now as it was when Burke coined it some 100 plus years ago. When it comes to the legislative arena your survival and ability to make a profit is tied directly to your aggressiveness in financing the campaigns of those who understand the difficulties associated with Michigan's heavy/highway construction industry. Contrary to what you may think, through the collective power of MITA you can affect the legislative process.

The primary focus of MITA's legislative agenda will be long-term, adequate and stable funding for Michigan's supporting infrastructure. It is essential that we convince our elected officials that public works are an investment in our future, improves the quality of life and provides real and meaningful job programs and tax stream. The "no new tax" platform and attitude of many politicians must be changed and this change will require a calculated not emotional approach to this issue. Before we get to this mode, we must have the ear of those who control state government. It is your PAC dollars, and yours alone, that will allow MITA to open the necessary doors in Lansing in our mission to convince lawmakers as to the importance of funding infrastructure improvements.

We need your commitment and investment in MITA-PAC today! Those of you who are content with "letting the other guy carry your weight" are only cheating yourself and short changing our industry.

Send your personal check or money order now to MITA PAC and remember that democracy is not a spectator sport.

What is MITA PAC?

The MITA POLITICAL ACTION COMMITTEE is the legislative voice of Michigan's heavy construction industry. MITA PAC is the most effective tool our industry has to support candidates who will fight for contractors in the Michigan legislature. Your financial support of the MITA PAC gives all of us who care about the future of heavy construction and free enterprise a strong influence in the political process.

Why Do We Need a PAC and Why Should I Support It?

The infrastructure and transportation construction industry survives on public funding. Without your support, our level of influence to promote adequate public funding is diminished. We must also fight negative public policy. Our industry is also constantly under attack in the Michigan legislature. Not a day goes by that some legislators in the Michigan House and Senate aren't proposing legislation that would boost our workers' compensation costs, negatively impact our labor force, raise taxes on personal property, increase business liability – the list goes on and on. Our ability to provide jobs and protect our bottom line is profoundly affected by the legislative and regulatory process.

If we do not prevail in the legislative and regulatory process, we will cease to exist in our business as we know it. We will not be able to provide jobs. We may not be in business!

We have full-time lobbyists fighting for us in Lansing and communities around Michigan. We have spent a great deal of time educating the men and women who decide our fate in Lansing. However, term limits have made this task even harder and there are still some lawmakers who may not have a grasp of our issues or the impact that their decisions have on our industry and you. But, the law allows us to band together under MITA PAC. Instead of lobbying elected officials who don't know or

don't care about our ability to provide jobs, our PAC allows us the opportunity to find and fund candidates who believe in us and our employees. The MITA PAC is now one of the top PACs in Michigan. But, only 20 percent of our members provide 100 percent of the funds raised to support candidates who will fight for us – all of us. If the 80 percent of our members who don't participate gave just \$200, we would be an even more potent force for the heavy construction industry.

Do Candidates Really Need Our Help?

Absolutely! Each State House district has 87,000 people in it. Each State Senate district has 250,000, and Michigan has over nine million people. Just as we need to advertise our services, every candidate for office must be able to communicate with tens of thousands of voters. This takes money. Lots of it. Money for brochures, TV ads, radio ads, billboards and other devices. Our PAC can help the candidates we support get their message out and get elected. These are the elected officials who will listen to us and champion our issues.

What Can I Do?

MITA PAC needs your financial support. We are asking every member to step up and contribute. Don't let others carry your load.

Make Your Voice Heard. Support the MITA PAC.

"Those who choose not to be involved in democracy are doomed to be controlled by those who do."

— Abraham Lincoln

MITA PAC Contribution Form



Yes, I will support MITA's effort to elect candidates who will fight for contractors.

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Non-salaried, non-managerial, and union members are prohibited by law from contributing to MITA PAC.

Note: PAC Contributions are not tax deductible.

If you have questions regarding the MITA PAC, please contact Mike Nystrom, MITA vice president of government and public relations at mikenystrom@mi-ita.com or call 517-347-8336.

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Founded in 1902, ARTBA is the only national association that exclusively represents the collective interests of all sectors of the U.S. transportation construction industry before the White House, Congress, federal agencies, media and the public. Information about the association can be found online at www.artba.org.

NEWS

www.artba.org

Statement of ARTBA President & CEO Pete Ruane Regarding the Interstate 35W Bridge Collapse Near Minneapolis

"Bridges can be rebuilt and roadways repaired, but lives touched by tragedy can never be wholly repaired. On behalf of the 5,000 public and private sector members of the American Road & Transportation Builders Association, we express deep sadness and offer our prayers to those families who lost loved ones or were injured.

"We also commend those first responders and road workers who took heroic action immediately following the collapse to help rescue the victims, and those public safety officials currently conducting the recovery operations.

"Our transportation systems are an integral part of the American way of life. We are united in our grief, steadfast in our commitment to assess the cause and implications of this accident, and dedicated to the goal of ensuring the safety of the American motoring public."



Continues on pg. 60

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ARTBA Releases Highway and Bridge Condition Data Background Information for Media Following Minnesota Bridge Collapse

Given the extensive media coverage following the Interstate 35-West bridge collapse near Minneapolis, Minn., the American Road and Transportation Builders Association (ARTBA) recently released the following information regarding conditions on the nation's highway and bridge network:

U.S. Highway and Bridge Conditions

- ▶ Of the 594,709 bridges in the United States, 152,945, or 26 percent, are structurally deficient or functionally obsolete, according to a 2006 Federal Highway Administration (FHWA) data.
- ▶ Of the 961,382 federal-aid road miles, 161,750, or 17 percent, are reported to have conditions needing resurfacing or reconstruction.

Minnesota Highway and Bridge Conditions

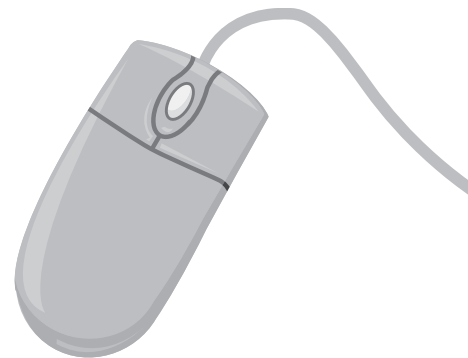
- ▶ Minnesota has 13,008 bridges. According to FHWA, 1,586, or 12.2 percent, of the state's bridges are structurally deficient or functionally obsolete—third lowest in the nation.
- ▶ Of Minnesota's 31,612 federal-aid road miles, 2,871 miles, or 9.1 percent, are reported to have conditions needing resurfacing or reconstruction.

According to the U.S. Department of Transportation's 2006 "Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance" report:

- ▶ Structurally deficient means that significant load-carrying elements of the bridge are found to be in poor or worse condition due to deterioration and/or damage, or the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing intolerable traffic interruptions. A deficient bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service.
- ▶ Functionally obsolete bridges result from changes in traffic demand on the structure. For example, a bridge designed in the 1930s would have shoulder widths in conformance with the design standards of the 1930s. However, design standards may have changed since that time. The difference between the current required shoulder width and the 1930s standard represents a deficiency.

Additional ARTBA Reports, Charts & Maps Online

ARTBA-prepared state-by-state comparisons and overview of most recent federal government data on road and bridge conditions are available online in PDF format by visiting www.artba.org.



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Get Connected At the 2007 ARTBA National Convention at Intertraffic North America

If you want to get connected with great people and great ideas, innovations and solutions, make your plans now to head to South Florida this fall for the 2007 ARTBA National Convention, held October 9-12 at the Hyatt Regency Pier Sixty-Six Resort. It will be unlike any other ARTBA meeting you have ever attended!

The ARTBA SAFETEA-LU Task Force has been leading the industry charge in preparation for the next highway/transit program reauthorization bill and developing a new American transportation vision. ARTBA's "Critical Commerce Corridors" PDF format (3C) proposal, aimed at improving the safe and efficient movement of people and freight, is already generating buzz in the nation's capital, and it will be the focus of key policy discussions during the convention.

Top business leaders will offer their views about 3C and share their ideas about the future of the nation's highway system. Executives from

leading transportation construction industry firms will also show how emerging technologies can help move America faster.

For the first time, the ARTBA National Convention is being hosted in conjunction with Intertraffic North America (INA), the world's largest and most influential trade show for the transportation infrastructure, traffic management and safety and parking industries.

INA, organized by ARTBA and Amsterdam RAI, has been developed for two reasons: to help transportation infrastructure, traffic management and safety, and parking service providers and manufacturers sell products and services in the robust and growing U.S. market; and promote education within the transportation industry, which includes a full line-up covering all the latest trends in the marketplace. More than 150 exhibitors are expected to display their products.

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The ARTBA National Convention and INA will also have their share of "star power." The architect of the only "perfect season" in National Football League history, Hall of Fame and Miami Dolphins Coach Don Shula, will deliver an inspirational address about the importance of leadership and team work. "Power Golf" legend Brian Pavlett, the three-time national long-drive champion and current world record holder, will give demonstrations and personal tips to help improve your game.

But that's not all! To give you a bigger bang for your investment of time and money, the National Work Zone Safety Information Clearinghouse is hosting the National Traffic Management & Work Zone Safety Conference, in partnership with FHWA and AASHTO. It will connect national transportation leaders with people at all levels of government and private industry to discuss the challenges and cutting-edge solutions to help improve the safe movement of traffic under many different roadway conditions.

The ARTBA National Convention will also include division and committee meetings, legislative and regulatory sessions, and a transportation construction market report. It will feature a spouse program that includes a boat tour of luxurious mansions along the intracoastal waterway and day

trip to Las Olas Boulevard. And the ARTBA-TDF will honor leading industry firms and state transportation agencies for their commitment to environmental and work zone safety excellence during several awards events.

Three great meetings...one great investment! Get to Florida this fall...and get connected!

Three Great Events... Under One Roof!

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Get connected with great people, great ideas, innovations and solutions while getting up to speed on the "Critical Commerce Corridors" (3C) proposal. Plus, discover how emerging technologies can help move America faster.
www.artbanationalconvention.org

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Vice President of Engineering Services Comment

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data is accurate to the best of their knowledge and belief, and the documented cost accurately reflects the department's liability. Subcontractors will certify their claims.

"Dobie Rule" Eliminated: Independent, unrelated claim issues that have no inter-relationship to any other claim issue(s) may be advanced through the claim process at the contractor's request. Contractors will no longer be required to hold all claims and compile them into a single claim package submittal at the end of the project. Related claim issues, however, cannot be separated as they move through the claims process.

Entitlement and Cost: If at any step in the administrative proceeding or in the Court of Claims the contractor seeks relief greater than the amount sought at the prior level, or if the claim is based on different facts or theories than it was based at the prior level, the claim will be returned to the preceding level for a new hearing and decision.

"A Deal is a Deal": If a contractor accepts an administrative process decision on a claim item, that acceptance constitutes settlement of the item and bars the Contractor from pursuing further legal remedies against the department on that claim item.

Claim Procedure for Local Agencies (LA): The new claim procedure establishes a single process that is applicable on all owner agency projects that invoke specifically Division I of the MDOT Standard Specifications. Specific references to LA project structure and responsibilities have been incorporated in the claim procedures. An LA has no appeal rights for claim decisions.

In collaborating to develop the new claim procedure the MITA/MDOT team shared a universal goal of establishing a process that met the business needs of industry today with clearly defined steps and expectations, suggested timeframes and responsibilities for action that are as fair as possible for the parties involved. Mindful that the process developed and implemented today may not be perfect, and understanding the need to evolve the process as we gain experience and history with it, MITA and MDOT leadership have committed to an annual review of the procedure with an eye on improvements considering, among other things, the information maintained in the CTD. The goal of this annual meeting would be to ensure that 10 years from now we are not saddled with a claim procedure that is outdated, no longer relevant to the organizational structures, or unreasonably unfair to any of the parties involved.

In closing I want to publicly recognize the commitment, contributions and efforts of Randy VanPortfliet, MDOT Superior Region Engineer; Greg Johnson, MDOT Metro Region Engineer; and Vance Johnson, Central Asphalt; who, together with me, collaborated diligently for some 18 months in this rewriting effort. Their perspectives, insights, candid discussions, willingness to listen with an open mind, objective considerations and common desire to be fair were greatly appreciated.

To contact Glenn Bukoski, P.E., e-mail him at glennbukoski@mi-ita.com or call 517-347-8336.



The Building of the Ontonagon Bridge

Continued from pg. 33

impact on the downtown. There were other downtown merchants who thought removing the truck traffic would make the downtown more shopping and tourist-friendly.

As this area is heavily dependent on tourism, both summer and winter, the village and local snowmobile club wanted the new bridge to include accommodations for snowmobile traffic. Pedestrians requested a structure that was safe to cross and well-lighted. The local fishing club asked that a new bridge have at least as much clearance as the old one, with as few piers in the water as possible.

MDOT worked very closely with the village during development and construction of the project. The Village Council appointed a Bridge Committee composed of three council members and the Village manager. MDOT met with this committee throughout the design phase to resolve issues and assure the best possible project. Results of these meetings include a pathway that extends from the bridge to the marina, lights on the bridge as well as along the pathway on the west side of the river, a lighted carpool lot, and a landscaped entrance to the village.

After a number of meetings, MDOT proposed a multi-use path that would be separated from traffic with a tubular rail. Since this path would also need to accommodate the trail groomer, it had to be at least 12 feet wide. MDOT narrowed the shoulders from 12 feet to eight feet to control costs. The goal is to always have some snow cover on the path during winter to protect the bridge deck. The end result is that snowmobile traffic was separated from auto traffic, while the overall width of the bridge increased by only four feet.

Prior to beginning construction in 2003, an archeological

Continues on pg. 66

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MITA Metro Golf Outing 2007



Did someone fart? (Joe Edwards, Michigan CAT; Bob McDonald, E.T. MacKenzie, Bob Kain, Michigan CAT; and Chuck Argersinger, E.T. MacKenzie.)



The Jay Dee guys fighting over the ginsu knives. Stop it now! (Tim Backer, Jay Dee; John DiPonio, Jay Dee.)



Bill Thiele of Wolverine Equipment offering free equipment to the Carlo guys!



And Danny says "you two better be on my jobsite by Monday. (Rod Mersino, Mersino Dewatering; Danny Dunigan, Dunigan Brothers; and Kim Sprague, Lowe Construction.

(All names are from left to right.)



Am I the winner? (Mike Kelleher, Southeastern Equipment Co., Inc.; and Joe Dunigan, Dunigan Brothers.)

The Building of the Ontonagon Bridge

Continued from pg. 63

replace two of those demolished, meeting a requirement of the Michigan Economic Development Corporation, which provided the village with a \$5 million Community Development Block Grant toward the design and construction of the bridge.

The project was let for bids in January 2005, and construction began in March of that year. Crystal Falls Transportation Service Center (TSC) provided the contract administration. Coleman Engineering, of Iron Mountain, Mich., provided as-needed inspection support to MDOT, testing, right-of-way, and construction staking services, while STS Consultants, of Iron River, Mich., provided environmental expertise on the project. Zenith Tech Inc., of Mosinee, Wis., was selected as the prime bridge contractor, and Musson Brothers Inc., of Rhineland, Wis., was their road subcontractor. They were supported by 15 other subcontractors.

The final design called for a 1,700-foot-long bridge spanning the

dig was conducted at the site. It yielded hundreds of artifacts, such as coins and ceramic items. While those historical items were saved, nine homes in the right of way for the new bridge and road alignment were purchased. Eight of them were demolished, and seven families were relocated. Houses will be built to

E&LS Railroad, the Ontonagon River, and River Road. Seven of the 12 piers required the construction of coffer dams, and the interiors of those located in the river were excavated to more than 30 feet below the river surface. A total of 423 piles were driven for the 12 cast-in-place piers. The piers were prepared with a simulated stone pattern, one of many efforts MDOT made to follow the wishes of the community, a policy MDOT calls Context Sensitive Solutions.

Much of the work was done from barges in the river, including setting some of the bridge's 109 concrete beams. Each concrete beam, weighing 117,600 pounds, was trucked to the site from Green Bay, Wis. The bridge deck, featuring 1.4 million pounds of steel reinforcement, was primarily poured using boom pumpers on the barges.

The project, on completion, won the Municipal Infrastructure Concrete Design Award in 2007 from the Wisconsin Ready Mixed Concrete Association (WRMCA) and the Wisconsin Chapter of American Concrete Institute (ACI) International.

Because of the proximity of both a railroad and an industrial facility, MDOT was aware that environmental issues would exist. During the design phase, fly ash was encountered in the original alignment. The alignment was shifted and portions of the fly ash were taken to a landfill. Under the guidance of the Michigan Department of Environmental Quality, in all, about 60,000 cubic yards of contaminated material was removed.

Due to the high water table, the underlying muck had to be dewatered in a 1.8-acre containment basin before it was transported to a nearby

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Continues on pg. 67



A dedication ceremony for the new Ontonagon Bridge was held on Sept. 2, 2006. MDOT Director Kirk T. Steudle (at the podium), local officials, state and federal dignitaries, and more than 500 members of the public attended the event.

functioning throughout construction.

There were more than 50 weekly progress meetings held throughout the project with an agenda and minutes. These meetings were held to discuss the contractor's schedule and address project issues. Those in attendance included the MDOT representatives, the prime contractor and subcontractors, utility companies, concrete supplier, consultants, and representatives of the village of Ontonagon.

As a result of the new road being built in an area with little development, the village leaders were concerned that commercial development would take place along the new route to the detriment of the downtown. MDOT worked with the village in the development of a plan to address access issues. A formal access management study has been completed and zoning along the new corridor has been modified. There have already been inquiries by businesses and developers looking to locate or relocate. The access management effort will provide a mechanism to allow controlled growth and development in the area.

MDOT took efforts to "connect" the new bridge with the downtown by placing the same style of decorative street lights on the bridge as there is downtown. MDOT also placed five "Business District" signs with

Continued from pg. 63

landfill. Monitoring wells were placed to determine both the groundwater table elevation and whether any contamination was present. Some wetland areas were needed for the project, so MDOT partnered with Smurfit-Stone Container to build a 7.5-acre wetland mitigation site on corporate property about six miles west of the project.

Another environmental concern for the project was the possible disturbance of fish spawning areas in the river. MDOT worked with the Michigan Department of Natural Resources to adjust construction schedules in the water to minimize impact on aquatic life.

The project required relocation of the E&LS railroad serving Smurfit-Stone, but careful timing of work allowed the mill and railroad to continue

Continues on pg. 69



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The Building of the Ontonagon Bridge

Continued from pg. 67

Fabrication issues delayed the delivery of the bridge railing and thus delayed opening of the bridge to traffic. The contractor was prepared to open the bridge to traffic with the use of temporary concrete barrier and eliminate extensive liquidated damages. After lengthy discussions it was determined to be in the best interest of the traveling public, especially pedestrians, to delay the opening of the bridge until all of the permanent railing was in place.

A significant portion of the project was the removal of the old swing bridge, which improved access to the village marina and allows the U.S. Army Corps of Engineers to dredge more of the channel. At the request of the village, the operator's cabin for the swing bridge was salvaged and moved to a nearby park. The labor and materials for a concrete slab for the cabin was donated by one of the suppliers on the project.

A dedication ceremony for the new bridge was held on Sept. 2, 2006, attended by MDOT Director Kirk T. Steudle, local officials, state and federal dignitaries, and more than 500 members of the public.

While replacement of the Ontonagon Bridge was a challenging project, at its conclusion it serves as a lasting example to our department and others the value of context-sensitive design and cooperation.

directional arrows. Upgrades were made to main street (River Avenue) and the village streets to form a traffic loop on the north end of town, which is where US-45 terminates. An area of excess MDOT property was landscaped and the Village placed a large custom sign there to welcome people to Ontonagon.

A project condition required that the village also take over those trunklines that are no longer serving a trunkline function. The Village also became an MDOT contract agency and performs maintenance on a portion of US-45 and the new carpool lot.



Affiliated Local Unions of the MICHIGAN STATE CONFERENCE of PLASTERERS AND CEMENT MASONS

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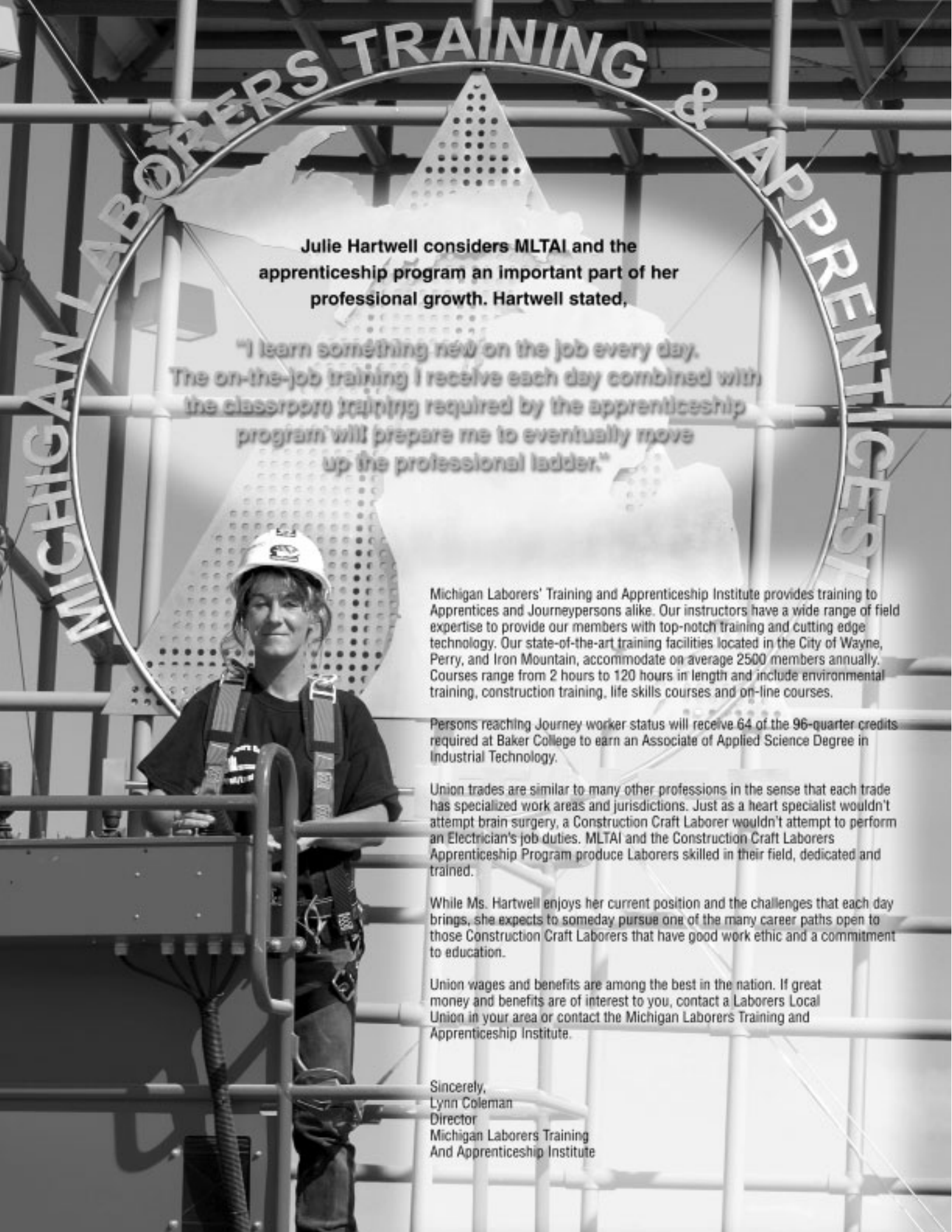
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Daniel Rauch, International Representative
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Julie Hartwell considers MLTAI and the apprenticeship program an important part of her professional growth. Hartwell stated,

"I learn something new on the job every day. The on-the-job training I receive each day combined with the classroom training required by the apprenticeship program will prepare me to eventually move up the professional ladder."

Michigan Laborers' Training and Apprenticeship Institute provides training to Apprentices and Journeypersons alike. Our instructors have a wide range of field expertise to provide our members with top-notch training and cutting edge technology. Our state-of-the-art training facilities located in the City of Wayne, Perry, and Iron Mountain, accommodate on average 2500 members annually. Courses range from 2 hours to 120 hours in length and include environmental training, construction training, life skills courses and on-line courses.

Persons reaching Journey worker status will receive 64 of the 96-quarter credits required at Baker College to earn an Associate of Applied Science Degree in Industrial Technology.

Union trades are similar to many other professions in the sense that each trade has specialized work areas and jurisdictions. Just as a heart specialist wouldn't attempt brain surgery, a Construction Craft Laborer wouldn't attempt to perform an Electrician's job duties. MLTAI and the Construction Craft Laborers Apprenticeship Program produce Laborers skilled in their field, dedicated and trained.

While Ms. Hartwell enjoys her current position and the challenges that each day brings, she expects to someday pursue one of the many career paths open to those Construction Craft Laborers that have good work ethic and a commitment to education.

Union wages and benefits are among the best in the nation. If great money and benefits are of interest to you, contact a Laborers Local Union in your area or contact the Michigan Laborers Training and Apprenticeship Institute.

Sincerely,
Lynn Coleman
Director
Michigan Laborers Training
And Apprenticeship Institute

advance the level of technology, once again, to be prepared for the next cycle of economic expansion. By 1984, the economy had recovered and the investment proved its worth. Marsh added Thomas Hager to the company as its Chief Operating Officer. Tom led the charge to expand the company's core business by purchasing Cadillac Concrete Pipe & Culvert to diversify its product line. The acquisition positioned the company in the marketplace for producing manholes and corrugate metal pipe.

That year, Gary Marsh purchased the monument portion of the business, and Jack Marsh and Dan Marsh took over the concrete pipe portion. Jack became head of production, and Dan became responsible for sales. The Marsh business name was changed once again from Marsh Products to Premarc, which is the acronym that represented the combination of the three plants owned by the Marsh family. PRE stands for Precision Pipe, MAR for Marsh Products and C for Cadillac Pipe.

Just before Richard Marsh passed away in 1983, the Durand plant was completely rebuilt with a Pedershaab VIHY-I pipe plant with a moveable floor, which replaced the Packerhead plants. The new plant could produce up to three pipe at the same time. The business took a deep breath from its many changes experienced through the '80s and prepared for the final decade of the century.

In 1982, interests of the partners in Precision Pipe and Supply were purchased, and the ready-mixed concrete business sold, so that Premarc Corporation could focus on its core pipe-making business. Ted Colegrove passed away in the mid-'80s, and the Marsh family took over the remaining interests of Precision Pipe in Clarkston. Through the '80s and '90s, America's concrete pipe industry entered an era of mergers and acquisitions on a level never before seen. Markets were becoming more competitive, as well-positioned and funded concrete pipe companies, some owned by international building materials conglomerates, threatened local markets. To survive the new business model, companies had to become bigger with plants strategically located to ensure market share. Premarc was not to be dismissed as a small player, as it had decades of business experience and was well prepared to meet the major players left in the industry head on.

Premarc began its most recent expansion plans by purchasing Lamar in 1991. Located in Grand Rapids, the acquisition adds market presence for Premarc in West Michigan. The machines at this facility have the capability of

producing pipe in diameters of 12 to 48 inches in diameter. Its Teksam manhole machine is located at the same site as the Transmatic, as well as three prestressed concrete bridge beam beds. The purchase of Lamar resulted in a new company called Grand River Infrastructure, owned by the Marsh family through Premarc.

In 1999, a 57,000 square-foot building was added to the manufacturing facility in Clarkston. This addition included a new pipe machine and two new manhole machines. Also added was an in-line manhole test line that would automatically insert manhole steps into cured manhole risers and a hydrostatic testing station. All manhole sections are automatically delivered to the yard, once testing is completed on the test line. The Marsh family marked another first, because the new production facility was the most automated manhole production facility in the world.

The history of the Marsh family is still being written as it enters the 21st Century. In 2000, it purchased GravityStone, NurseryStone and NovaBrik block lines and added a Besser Block machine to its Grand Rapids plant. Jack Marsh sold his interests in Premarc to Dan Marsh in 2001, leaving Dan and Dan's sons as the primary shareholders of the Premarc Corporation until this day. Continued growth and a commitment to quality ensures Premarc's success for future generations.

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MITA 2007 Calendar

For details, visit www.mi-ita.com, or e-mail MITA's Events Coordinator Danielle Keating at daniellekeating@mi-ita.com.

2007 MITA BOARD MEETINGS

Tuesday, October 16, 9 a.m. — Hunter's Ridge Hunt Club
Friday, December 14, 8:30 a.m. — MITA Office

MDOT BID LETTINGS

September 7, 2007	November 2, 2007
October 5, 2007	December 7, 2007

OCTOBER 2007

16 MITA Board Meeting
Hunter's Ridge Hunt Club, 9 a.m.

DECEMBER 2007

7 WMR Holiday Open House
The BOB, Grand Rapids

14 MITA Board Meeting
MITA Office

21 MMR Holiday Open House
Sheraton Detroit Novi,
11:30 a.m. – 2:30 p.m.



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Design and Construction Practices Limit Development Impacts of Sewer Improvements

Continued from pg. 53

been required to haul materials on and off the site.

The basin site was also encumbered by an existing drainage ditch. Wade Trim and Walbridge Aldinger developed a plan to route the drain into a 12-inch corrugated metal pipe further south on the site. This allowed the excavation to proceed without pumping storm water, and the crawler crane that supported the concrete work was positioned above the corrugated metal pipe.

When an abandoned fuel oil tank was discovered during construction, a timely solution was needed to minimize the downtime on the project. Environmental remediation activities, including testing the tank product and surrounding soil, were required to properly dispose of the material.

The basin's design features green storm water management practices including a bioswale and storm water reuse to flush the basin. A 100,000-gallon tank that was part of the old wastewater treatment plant was incorporated into the basin's design to serve as a holding tank for storm water. The bioswale, a natural-looking drainage course with

sloped sides, will collect storm water on the surface and direct it into the tank below. After the basin is dewatered,

the storm water will flush the basin floors. This environmental feature will result in a zero discharge storm water site and eliminate the cost to otherwise purchase municipal water for basin cleaning. The use of bioswales and a zero discharge site not only complies with the Township's Phase 2 NPDES permit requirements, but also serves as a practical example of storm water techniques that promote environmentally-sustainable development within the community.

Numerous aesthetic features were also incorporated in the design to blend the facility into the neighboring Metropark. Sensitive to the Metropark's functions, the completed site will simply be an extension of the natural landscape, affording Metropark users a view of a grass-covered hill. Most people will be completely unaware of the earth-sheltered basin below. A control building that features an architectural finish will be visible from the other side of the facility. Significant plantings are incorporated into the design to screen the facility from adjacent residential properties. Use of native prairie grass will promote ground water infiltration and lower the amount of storm water runoff with minimal maintenance cost.

These sewer system improvements enable Van Buren Township to fully utilize their existing infrastructure and contract capacities to help protect downstream communities from potential overflows. Designed with the future in mind, the basin can easily be expanded to double its capacity at minimal cost. Minor changes would be required to add an additional tank since the basin's roof is strong enough to support the weight, and the mechanical systems and controls are already in place.



Storing backfill material on an adjacent private property was a cost-effective solution for the basin's tight construction area.

Additional constraints were posed by an existing drainage ditch and tank from a former wastewater treatment plant.



Tinted concrete and a formliner were used to create a stonewall look for the control building.



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Wake Up Call... Continued from pg. 41

Collapsed Bridge Sends A Warning

Detroit Free Press • Friday, August 3, 2007
<http://www.freep.com/apps/pbcs.dll/article?AID=200708030331>

Scrutiny Increases on Condition of Michigan Bridges

The Associated Press
Thursday, August 2, 2007
<http://www.mlive.com/newsflash/michigan/index.ssf?base/news-45/1186081175138410.xml&storylist=newsmichigan>

Some Michigan Bridges Critical, Others to be Re-inspected

WILX TV • Thursday, August 2, 2007
<http://www.wilx.com/news/headlines/8881052.html>

Not All State Bridges So Mighty

Detroit Free Press
Saturday, July 28, 2007
<http://www.freep.com/apps/pbcs.dll/article?AID=/20070728/OPINION01/707280330/1068/OPINION>

More Funding Needed... Continued from pg. 41

garner support for MITA's comprehensive plan for a dedicated and sustainable funding stream to make roads and bridges throughout Michigan safer, repair deteriorating streets and relieve traffic congestion in rapidly growing communities.

The plan would increase the state's gasoline tax three cents a year for three years. By 2010, the state's gas tax would be 28 cents per gallon – the same rate as neighboring Ohio. A nine-cent gas tax phased in over three years represents little more than an inflationary increase since the last time the gas tax was raised 10 years ago. Currently, Michigan's gas tax is tied for 30th in the nation. In addition to gas and diesel tax increases, the plan also includes a small hike in the vehicle registration fee.

With the estimated cost to reconstruct a bridge between \$1.2 and \$1.8 million, Michigan could rebuild between 55 and 80 spans with an additional \$100 million in funding or repair up to 200 bridges at a cost of \$500,000 to \$700,000 each for the same amount.

To view Michigan's Critical Bridge list, visit www.drivemi.org.

Trying to keep up with inspectors and agency reporting required hours dedicated to tracking down people and verifying data. Now, P.K. Contracting receives read-only contract data each time an estimate is paid, allowing them to quickly verify data accuracy, ensuring timely payment for their work. Given Michigan's short construction season, this is a tremendous benefit, since what little time they have is now focused on road work, not error resolution.

What they said:

"With the Read-Only program, I am able to look at the Inspector Daily Reports (IDRs), which often answers the questions that I have. From that point, I am able to make corrections at my end or notify the inspecting agency of an error, and why it's an error, so the necessary correction can be made."

"I feel that the yearly cost for [FieldManager Read-Only] has been recouped by expeditiously resolving quantity issues, thus allowing the generation of MDOT pay estimates."

- Sandy Haines, contracts administrator, P.K. Contracting

subcontractor case study:

Subcontractor Ensures Rapid Payment and Reporting Accuracy with FieldManager Read-Only

Long lines may be good for business at P.K. Contracting, a pavement marking company, but long waits for payments are not.

P.K. Contracting, based in Troy, Mich., has been operating as a subcontractor since 1980. Needless to say, they've seen the tedious days of contract administration – full of paper, pencils and a multitude of errors.



PHOTO COURTESY: P.K. CONTRACTING

Appia FieldManager® road construction software eventually became an integral part of Michigan Department of Transportation's (MDOT) business process, alleviating many problems associated with item tracking and payments. FieldManager, created by Gainesville, Fla.-based Info Tech, Inc. and MDOT, provides seamless contract administration and contains data on all aspects of the contract, including complete day-to-day details of progress on the work site, benchmarks for the contract and payment history.

Needs analysis

Local agencies soon followed suit by implementing FieldManager. However, the subcontracting community still had no easy access to the information being tracked by the agencies and prime contractors. Trying to figure out what was done, where it was done and when it was done was a cumbersome task made up of multiple faxes and phone calls. Additionally, viewable contract information on the MDOT web site was helpful, but limited in some respects.

However, 2001 brought with it a pilot program developed to specifically deal with these issues. MDOT introduced Appia FieldManager Read-Only to the business process, which quickly produced positive results. The Read-Only software grants users access to contract data and comprehensive reporting and inquiry tools used by contract administrators, thus alleviating unnecessary delays in the reporting and payment process.

Since the introduction of Appia FieldManager and Read-Only software, agencies and their contractors have seen marked improvements in the contract administration process. Communications have clarity, job tracking is more accurate and payments are quicker.

allowing them to be less reliant on others for information that affects their financial stability," Phelan said. "Read-Only puts a powerful set of tools in their hands to streamline and stabilize their business process."

Other Benefits

Another unanticipated benefit that arose from MDOT's read-only program is an increased sense of trust and confidence among the agency and the subcontractors. In the past, Haines detected a minor level of discomfort among MDOT staff with regard to accessing information like IDR notes. Now that much of the contract information is available to her, she and the agency are realizing the positive benefits of shared data tracking and open communication.

Results

"FieldManager Read-Only has streamlined the finalization of projects," said Sandy Haines, contracts administrator for P.K. Contracting. "As a subcontractor, I am able to look up information pertaining to our work without waiting for the prime contractor or inspecting agency to answer questions."

"The contractor now has picked up some of the slack of not enough hours in the day," said Haines. "We are trying to help MDOT officials keep records as accurate as possible, and resolve any problems as they happen, instead of waiting until job closeout."

Return on Investment (ROI)

Given Michigan's short construction season, this is a tremendous benefit, since what little time they have is now focused on road work, not error resolution. Simple errors prone to communication lapses used to cause backups and problems for Haines, but no longer.

Most of all, FieldManager Read-Only has provided an enormous return on investment. Time saved is money saved, and with an easy implementation and learning curve, FieldManager Read-Only provides subcontractors like P.K. Contracting with access to powerful inquiries – such as Item History to Date – and a repository of fresh contract information.

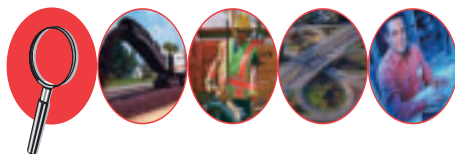
"On all good weather days, contractors and inspectors are on the jobsite from dawn to dusk, thus making it difficult for someone to look into the records to try and figure out all the whats, wheres and whens," said Haines. "With the Read-Only program, I am able to look at the Inspector Daily Reports (IDRs), which often answers the questions that I have. From that point, I am able to make corrections at my end or notify the inspecting agency of an error, and why it's an error, so the necessary correction can be made."

Joseph Phelan, director of sales and customer support for Info Tech, couldn't agree more.

"FieldManager Read-Only empowers the subcontractors,

"From the period of May 1st through May 17, 2007, I have received a total of 134 read-only files, and since inception, 2,986 read-only files," said Haines. "While I have not opened or processed all of these files, there have been many occasions where the information obtained has been extremely beneficial in my day-to-day business functions. I feel that the yearly cost for [FieldManager Read-Only] has been recouped by expeditiously resolving quantity issues, thus allowing the generation of MDOT pay estimates."

Now that the line is short at the MDOT payment window, you can be sure that P.K. Contracting will continue painting long lines all over Michigan's roads.



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